

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

[PRICE 6d.

has also made arrangements whereby he is enabled to undertake the entire superintendence and management of mines, the laying out and erecting every kind of mining machinery, inspecting and reporting on mines and all mineral property. — Offices at the Great Crinnis Copper Mine, Union Tin Mine, West Wheel Buller Tin Mine, and at the

OLD AND NEW MINING SCHOOLS.

ON MINING ADVENTURES.

lived that when a gentleman signs his

examples. Every reader's memory w

WHAT DO THE MINERS WANT

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t from Glasgow, the other week, has a
very question, which ought to be answered.

the success of any scheme connected with

combined are very aggravating and deba

carried forward is stated to be 16527. 8s.

no charge against the directors: they are

June 2, 1966

as it was impossible to identify their
kicked nor a soul to be

These matters is not made, not only will the

is a cross-cut for our other lodes, for they are running 20° degrees east of north.

3 to 13 feet, and averaging 6 feet in width; 5 ft. of the depth is in a strong stratum of sandstone, which is covered by a thin layer of loam and grass. The sandstone is a hard, compact, and is a good building material. It is a good material for the construction of walls, and is a good material for the construction of bridges. It is a good material for the construction of roads, and is a good material for the construction of railways. It is a good material for the construction of houses, and is a good material for the construction of churches. It is a good material for the construction of schools, and is a good material for the construction of hospitals. It is a good material for the construction of prisons, and is a good material for the construction of government buildings. It is a good material for the construction of public works, and is a good material for the construction of private works. It is a good material for the construction of all kinds of buildings, and is a good material for the construction of all kinds of works.

command both lodes, as well as the tin lode at the engine-shaft. In taking up the water at the north extremity of the set, we have procured 30 ft. fall, the last being 420 fms., cut sufficiently large to carry water to work two wheels if required, as large as the one now at work, which is 30 ft. diameter, and 6 ft. in breadth; this wheel I calculate will drain the mine 80 fms. in depth, as we have a never-failing stream of water supplied from the Walkham River: we have 117 fms. of iron rods, with other appendages, such as bolts, caps, shears, &c., of the very best quality, and of sufficient strength to answer the requirements; this work has been effected with all possible dispatch, and the mine is drained to the bottom, which is 20 fms. in depth. The cross-cut in the 20 is driven 4 fms. 4 ft. south of the shaft, where we intersected a rich branch of tin, and from its bearing south-east, it is more than probable that it will form a junction with the main lode, 10 fms. east of engine-shaft; however, I have given directions this morning to drive the cross-cut further south, as the main lode, in accordance with its declination north, where seen in the 10, east of engine-shaft, is about 3 fathoms south of the branch referred to; this work I expect will occupy three weeks, having no doubt that the main lode is not intersected at the opposite site the cross-cut. I have also directed, as circumstances allow, to drive south about 7 feet, where I think we shall cut the lode, as I observe from the dialing, there is a great probability of doing so, the lode having diverged a little in that direction; this, of course, I cannot speak positively on as to what the result may be. The tributors are working with spirit in the back of the 10, at 7s. in the 11, and from the good appearance of the lode at present, I do not doubt of their being well remunerated for their labour. I have reason to believe after we have intersected the lode at the 20, as we have seen from the 10, we may set a pump or two in the bottom of the 20, at 3s. in the 4, as the lode is much larger and produces richer work. I have carefully looked at the expenses attendant on the horse labour, drawing the stuff, the inconvenience of getting them, &c., and compared it with what a hauling machine will cost to supersede horse labour: 500 outlay, with some suitable materials we have on the mine, will erect a machine to attach to the present wheel, to avoid the inconvenience we shall be exposed to as we proceed with the works; no hindrances can then arise, except an unforeseen accident occurs.—J. CARPENTER: Nov. 30.

EAST WHEAL GEORGE.—The ground in the 44 fms. level cross-cut, driving north of shaft, is composed of capel and quartz, with spots of ore. There being more spar in the end than I have seen before, I think we are getting near the main part of the lode, and water is issuing from the breast very strong; this, combined with a 2 fms. capel, makes it difficult for driving, but from its present appearance I expect 6 feet further driving will drain the upper part of the lode, so that we may be able to make greater progress in extending this level, when we might resume the sinking of the shaft, after cutting plat, putting in penhouses, &c. We weighed off the ores yesterday, 32 tons 5 cwt.—Nov. 26.

EAST WHITE GRIT.—The shaftmen are now going on with their bargain, as stated last week. We continue sinking the winze from the 20 fms. level, and the ore is improving.—R. P. EDWARDS: Nov. 30.

EXMOOR WHEAL ELIZA.—We have got through the lode in the 50 cross-cut, and have commenced driving west by six men; the lode is composed of mudiic, prisan, and quartz, spotted with copper ore. The new lode in the 50 is 15 in. wide, composed of flookan and prisan, and is very strong; this, combined with a 2 fms. capel, makes it difficult for driving, but from its present appearance I expect 6 feet further driving will drain the upper part of the lode, so that we may be able to make greater progress in extending this level, when we might resume the sinking of the shaft, after cutting plat, putting in penhouses, &c. We weighed off the ores yesterday, 32 tons 5 cwt.—Nov. 26.

GEIFORD.—At our setting to-day I set Cunningham's shaft to nine men, at 10s. per fathom; the men have sunk in the past month 3 fathoms 5 feet, making altogether 11 fms. 2 ft. I have set Young's shaft to nine men at 10s. per fathom; they have sunk in the past month 3 fms., making in the whole from surface 13 fms. 3 ft. In the rise in the back of the middle adit they have risen 3 fathoms; I have suspended this rise for the present. I intend next week putting the men to drive a shallow adit, which will intersect the shoot of ore which the tributors are working on in the back of the middle adit, and I have no doubt, after a few fathoms, this level will pay for driving; from this level we shall have 10 ft. in the surface. On the surface, the men have driven 2 fms. 2 ft. 7 in.; there have been six men at the latter end of this month, and the ground continues just the same as last reported. At Price's shaft, the men have sunk 1 fms. 3 ft. 6 in.; it is suspended until we get up to the horse-whim.—R. MAYNARD: Nov. 26.

GORN LEAD.—This is measuring-day. The men I have in the adit this month work well, and have driven 5 fms. 0 ft. 4 in.; we have at present a strong promising lode, 9 ft. wide, with spots of ore, there is also a small leader of ore appearing. In Turner's cross-cut two men have driven 1 fms. 2 ft.; we have not cut the lode, because it took a heavy, I mention it as at present, which caused a further distance to drive than I anticipated. In Dolan's cross-cut the men have driven 2 fms. 2 ft. 7 in.; there have been six men at the latter end of this month, and the ground continues just the same as last reported. At Price's shaft, the men have sunk 1 fms. 3 ft. 6 in.; it is suspended until we get up to the horse-whim.—R. MAYNARD: Nov. 26.

GREAT CRINIS.—We have had some work to do this week unexpectedly in the engine-shaft. We found below the 60 fms. level a large opening, where we intended putting in bearers to carry the sinking lift; consequently, we were obliged to secure this place; we have done it, and dropped the lift 15 fms.; and the 70 fathom level is nearly drained. We have not been at liberty to clear out the 60; but we shall commence doing so to-day. We are raising ore from the pitches, and the stores are just as usual. All other operations are going on satisfactorily.—J. WILSON: Nov. 26.

GREAT ONSLW CONSOLS.—In the engine-shaft we have sunk 3 fms. below the 60 fathom level. The summer men are now busy engaged in fixing a lift at the level, which will be completed this week, when we shall resume sinking with all possible speed. The 60, east of engine-shaft, shows the lode large and promising, but not rich at present. We holed the 60, between engine and Bennett's shafts, a week ago. Since which time we have been cutting into the lode a few fms. west of engine-shaft, and find it equal for copper, if not beyond anything that has hitherto been seen in Onslow. The lode has not been broken immediately over this point, between this and the 45, and has undergone the right sort of change. The men are now engaged taking down the lode, which is of the same quality as the lode in the 45, and is capable of being ready for another sampling. The 60, west of Bennett's shaft, continues to look well for copper. Bennett's shaft is sunk 5 fms. below the 60. The part of the lode being carried in the shaft which is about 6 ft. wide, is composed of a small portion of mudiic, with quartz, fluor-spar, and ore, and on the whole never looked better. The general appearance never looked so prosperous as at present.—G. RICHARD: Nov. 28.

GREAT SHEBA CONSOLS.—We are progressing with all possible speed in cutting and stopping down the whim-shaft, and I hope in about a month from this time to be in a position to commence active operations in the ore ground, both east and west from the shaft. The Tunnel level is communicated with the shaft, and the new floors are being made to receive the ore, that there may be no delay in the dressing department. We have commenced sinking in the back of the 40 fms. level against the whim shaft, and when this is communicated we may calculate on having an considerable portion of ore ground high and dry. There is no material alteration in any part of the mine.—THOMAS RICHARDS: Nov. 23.

GREAT TREGUNE CONSOLS.—The lode in Hobb's shaft is altogether 6 ft. wide. The new tin lode is about 1 foot or 1½ foot wide, of a very promising character; it already carries a little tin of a rich quality. I think this will turn out abundance of tin at about the 10 fms. level. The copper lode at Carke's shaft is 6 ft. wide, composed of fluor-spar, felspar, quartz, mica, mudiic, and spots of grey and yellow copper ore, a more promising lode for copper cannot be seen in the two counties at such shallow depth.

GREAT WHEAL BADDERN.—We have communicated the 40 to the new shaft, and are now sinking the latter below the 40 for cistern and bearers; the lode in the 40 east is 1 ft. wide, producing saving work. The lode in the 30 east is 1½ ft. wide, producing good stones of end. The lode in the 20 east is 1½ ft. wide, turning out dressing work for the floors. The lode in the 40, east from Burgham, on the face lode, is 9 inches wide, composed principally of mudiic, but the ground is looking favourable for lead. In the 30, west from Sunderland, we have been driving a cross-cut north from the lead lode to intersect the tin lode 10 fms. deeper than it has been seen in this part of the mine, and if this cross-cut be continued we expect to reach the tin lode in about two months from this time. The stores and tribute pitches on the lead lode are looking very well. We have also set seven pitches on the tin lode this month, varying from 15 to 12 ft. in depth. We sampled on Saturday last 31 tons of lead ore, and computed. We have the girder and beams fixed in the new engine-house, and cylinder bed nearly completed, and shall begin to hoist in the cylinder and bob at once.—J. ROBERTS: Nov. 29.

GREAT WHEAL VOR UNITED MINES.—This being our monthly setting-day, we beg to send you the following report:—No. 1. Metal engine-shaft is 5 feet below the 50 fathom level; sunk this week 18 in., cut ground for plat, &c., and set this day to sink by nine men, 9 ft., at 12s. per fathom. At the end of a fortnight the lode will be taken down and its value reported. When the plunger-lift is fixed the driving of the 50 east and west will be resumed.—No. 2. The 40 fms. level west is extended from about 21 fms.; ground drove this month 2 fms. 3 ft., set this day to six men, 2 fms., at 8s. The ground is not so dry as last time. We sampled on Saturday last 31 tons of lead ore, and computed. We have the girder and beams fixed in the new engine-house, and cylinder bed nearly completed, and shall begin to hoist in the cylinder and bob at once.—J. ROBERTS: Nov. 29.

GWYNLLIFION LEAD.—In the shallow adit cross-cut near the sink, the ore still looks on very well. In driving north upon the second Shoemaker's lode, the ground is rather light at present; but as we drive south the ground begins to open out, and we are getting more ore. I am preparing for resuming the sinking as soon as possible, and I hope we shall be able to set the pump down next week. In the deep adit I hope to intersect a lode very shortly, as the end is getting wet.—HENRY RAWSON: Dec. 1.

HAWKMOOR.—In the 30 east we have driven 7 fms., and 3 feet east of the great cross-course; the lode on an average is 8 feet wide, and will produce 1½ ton of good quality ore per fathom. The leader part of the lode in the first end is improved in the last week's driving very considerably. In this level west the lode is large and very regular, producing mudiic and fluor-spar, spotted with copper. Graham's shaftmen are making progress in sinking, and the ground is more favourable. There is no alteration to report in the slopes in the back of the 20 fms. level.—JOHN KERRICK: JAMES RICHARDS: Nov. 26.

HENNOCK.—The winze is not yet holed from the 30 to the 60 fms. level, but are expecting to do so every hour, as we can hear each other speak. The men at the 30 will commence cutting through their lode, in the present end, as soon as their attle or deads are removed, which will be in a day or two. The slopes in back of this level are stopped, the lode being rather hard, and not so good for lead. The lode in the 30 is heaved west by a slide; this was the cause of the ancient workers putting in a cross-cut to find the lode. We are now driving west of south in order to reach the eastern side of the lode in the middle, and highly mineralised. The south whim-shaft is idle for want of horses to draw the whim; I hope I shall be able to get some by the end of this week.—H. RICHARD: Nov. 28.

HILL BRIDGE CONSOLS.—In driving north from our tin shaft we are intersecting rich but small branches of tin; I am inclined to believe they are the branches of the lode we have to cut a few feet before us.

HINGTON DOWN CONSOLS.—The sinking of Morris's engine-shaft below the 65 progresses very slowly, owing to the peculiar character of the ground. Doidge's winze, sinking below the 65, progresses most satisfactorily, the lode is 3 feet wide, of good quality. The lode in the 65 east is large and ore, but not rich. The 55 east is poor at present. The slopes continue to yield good returns. We weighed at Calstock Quay, on the 25th of November, 153 tons 9 cwt. of dry ores; and sampled November ores, computed 294 tons, of about the same quality as last parcel.—W. RICHARDS.

HOLMBUSH.—The flap-jack lode, in the 120 fathom level, west of the great cross-course, is disordered by small cross-courses; we have, however, got beyond the last kind of them, and we hope to reach the lode, and when the end is completely free from these cross branches, we shall gain the level southward, in which direction we shall find the lode, and we hope it will be a productive one; at all events, we are of opinion it will be such, judging from the lode in the slopes in the back of the level, which has improved, and will now produce 4 tons of copper ore per fathom; I consider this piece of ground between the cross-course and lead lode to be of a very promising character, and likely to yield a great quantity of ore, not only in this level, but in the levels above and below. The ground in cutting through the great cross-course in the 110 west, to intersect the counter part of the lode, is hard at present, but we are pushing it on as quick as possible to get the level over the slopes alluded to above, so as to effect a communication, and slope it underhand. We are still engaged in clearing and securing the 120 south on the lead lode. The ground in the 120 cross-cut, north of the level that is extended eastward from the great cross-course, is moderate—the end is wet, and we expect we are getting near the branch. Tribute much the same.—WILLIAM LEAN: Nov. 29.

HOPE VALLEY.—The lode in the 35 fms. level, driving south, is about 4 ft. wide, mixed with capel, spar, and lead ore; the leading part on the foot-wall is 1 ft. wide, rich work for lead ore, and very promising for a continuance; already driven into 8 fms. The lode in the slopes in the back of this level is producing 1½ ton of lead ore per fathom. The lode in the 25 fms. level is producing 10 cwt. of lead ore per fathom. The lode in the slopes in the back of this level, both north and south of pump-sump, will produce 9 cwt. of lead ore per fathom. We have put the men who were driving the 16 fms. level to rise in the back, near the end, for the purpose of communicating with a sink in the bottom of the 11 fms. level; this will give good ventilation, and furnish us with a proper means of stopping the ground. The slopes in the back of the 11 will produce 9 cwt. of lead ore per fathom.—W. BARRATT: Nov. 28.

KESWICK.—At the Brandley Mine, six men are driving the cross-cut in the 30—ground a little easier. At Stoneycroft, Richardson's slope is worth 10 cwt., the east slope 7 cwt., and the lode in the 20 west 12 cwt. of ore per fathom; there are places in this level where the lode is worth 1 ton of ore per fathom. At the Barrow Mine, the lode in Wilkinson's level is worth 12 cwt., and the tribute pitch in this level 5 cwt. of ore per fathom. The tribute pitch in the middle level is worth 12 cwt. of ore per fathom. The bottom level rise is producing 8 cwt., and the stump in this level 10 cwt. of ore per fathom. At Thornthwaite, the 27 fms. level sump, on the vein, is worth 15 cwt.; No. 1 slope in this level, 40 cwt.; and No. 2 slope, 40 cwt. of ore per fathom. The lode in the 37 is worth 15 cwt. of ore per fathom.—R. B. SWEETMAN: Nov. 26.

KILBRICKEN.—The lode in the 30 continues large, and produces 77 or 81 worth lead ore per fathom. The same may be said of the 30, north of the bottom of Foley's winze. I am daily expecting this place will be communicated, and in my report for the meeting hope to announce the fact; we shall then soon be able to raise a good deal of lead and jack. The air was so bad in the rise in the back of the 20 north that it was obliged to stop, but having a very kindly lode for the 4 fms., it has been risen, leaving good backs and ends to be wrought upon; the lode in the winze, also going down in the bottom of this level, has very much increased in size, and produces a great deal of jack and good stones of lead. I have consequently put the men who are in the level with the shaft; part of sink this winze, and I trust we shall find it improve in depth. The 20 east produces stones of lead, but not of much value, and the ground is hard and wet.—J. PAUL: Nov. 26.

KIRKCUDBRIGHTSHIRE.—The ore good branches of ore in the 35 end east, with kindly ground. The lode has become more collected in the 80 end west; the other bargains are as last reported.—B. WILLIAMS: Nov. 26.

LACKMORE MINE.—Extract of a letter from Capt. Rickard, dated Cornwall, Nov. 30th:—No more should be lost in sending off the ore to Swansea. According to the assay and the present standard we shall get from 11s. to 12s. per ton for it on the average. This is a much better price than the samples sent to Liverpool brought. I shall write to Captain Turner to dress up and add to the present parcel, so as to make it about 80 tons. You will then have no difficulty in getting a vessel to take it from Limerick.

LEEDS TOWN CONSOLS.—The engine-shaft is down 10 ft. below the 16 fms. level; the lode is favourable. The flat-roof shaftmen will complete their contract by to-morrow night, which will cut and divide the shaft to the bottom, cut a plat, and prepare for further sinking. In the 10, west of the engine-shaft, the lode is 4 feet wide, and has produced rich work for tin, but now it is disordered by a cross-course, but I do not think it will injure the lode for any great distance. In the 10, east of the engine-shaft, the lode is 2 ft. wide, with very kindly appearances. Two agents from the neighbourhood, who have, at the request of some of the shareholders, inspected the mine, recommended driving the adit ends east and west on the great tin lode, which I lately suspended in order to put the men to the bottom. I thought it advisable to continue the driving of these levels, but I respected them to comply with the request forwarded to me to keep the cost as low as possible until we made some returns.—EDWARD FAWCOT: Nov. 23.

LOVEDEN UNITED.—I cannot mention any particular alteration in the appearances of this mine since my last report. The lode in the 10, east of shaft, is 4 ft. wide, with a very promising appearance, yielding about 15 cwt. of silver-lead ore per fathom; the same level west is in a lode from 3 to 4 feet wide, but at present rather poor for lead. The ground in Pen-y-bank shaft is favourable for sinking. The two slopes, back of the adit level, are producing fair quantities of ore, one about 15 cwt. per fathom, and the other from 6 to 8 cwt. per fathom.—S. TREVETHAN: Nov. 23.

MINERAL COURT.—The 48 fathom level is now extended west as far as the west shaft with 9 ft.; in this level we have now 20 fms. of good tin ground explored. We shall at once commence cutting a lode and drain the shaft of water; after this the lode is properly laid out for driving, we shall be enabled to increased our returns of tin. The slopes, west of the engine-shaft, are much improved; the lode is 4 ft. wide—most of which is good saving work; the pitch east of the shaft is still yielding work as usual. On Friday week we shall sell another small parcel of tin, and shall leave some hundreds of sacks of good work on the mine, which we shall stamp and return the week after. There is a decided improvement in the appearance of the mine; and when the counter lode is developed near the intersection, she will, doubtless, take a high position in the list of tin mines.—J. DALE: Nov. 26.

MOLLAND.—The lode in the 62 east is 2 ft. wide, at present in a more settled state than last week. The lode in the 52 east is 2 ft. wide, producing saving work, though not rich; the slopes in the back of this level are much the same in value as last week. The lode in the 42 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the 32 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the 22 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the 12 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the 2 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the 1 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the 0 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -1 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -2 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -3 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -4 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -5 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -6 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -7 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -8 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -9 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -10 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -11 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -12 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -13 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -14 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -15 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -16 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -17 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -18 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -19 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -20 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -21 east is 2 ft. wide, producing 1½ ton of ore per fathom; 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the lode in the -50 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -51 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -52 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -53 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -54 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -55 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -56 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -57 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -58 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -59 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -60 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -61 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -62 east is 2 ft. wide, producing 1½ ton of ore per fathom; the lode in the -63 east is 2 ft. wide, producing 1½ ton of ore per fathom; 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every reason to think that there are large quantities of lead standing from the 11 to the 22. We have commenced dressing, and in a short time shall be in the market with a good parcel of lead.—M. STAFFORDS; W. HOSKINS; Nov. 30.

SOUTH CARN BURN.—Since your last meeting, the engine-shaft has been sunk 3 fms. 1 ft. 6 in. The deep adit level has been extended south towards the engine-shaft 4 fms. 4 ft. 6 in.; in the present end we have intersected a branch 6 in. wide, composed of pease and spar, underlying north, with a large stream of water issuing from it. We hope to get the flat-rails working the latter part of this week; in consequence of the scarcity of surface labourers, we are obliged to take the men from the eastern adit level to assist in fixing the flat-rails.—T. GLANVILLE; Nov. 28.

SOUTH CRENVEL.—We have sampled in the past week three parcels of copper ore—viz., 52, 31, and 28 tons left from the past week's work, and 12 tons from the 31 parcels broken in the present month from the winze below the 64, and in the slopes in bottom of the 54, east of Gore's. Our taskwork in the present month is little, in consequence of the increase of water in the eastern part of the mine. In the 54, east of Gore's, the lode is 2 feet wide, composed of quartz, jack, muddle, and rich stones of copper ore, at present not much to value—ground very hard, and still in the clay course—driven 1½ ft. in the past week. In Pokinghorn's winze the lode is 2 ft. wide, producing from 2½ to 3 tons of ore per fm. The water has been in the 74 and 81 the whole of the past week, and there is no alteration in either of these since last report. Carnel's shaft is communicated to the rise. We have put a lift of 15-in. pumps from the 34 to the 64, through the shaft and rise; we completed it and went to work yesterday morning at half-past 2 o'clock. The lift works well, and we hope to drain to the 84 against the end of the week, when we shall be able to work all our tribute ground above the 84. We expect to drain the 74 against Tuesday morning. Our tribute department is much as usual, and the tributers increasing.—J. DELBRIDGE; E. CRUZZIN; Nov. 28.

SOUTH HERODSFOOT.—The adit level is driven about 5 fms.; the lode is about 4 ft. wide, and presents the same favourable appearance as last reported. Since my last, I have discovered to the south of the south lode a lode of copper, very pretty good, 1 ft. 6 in. wide. I cannot say as yet much about the great champion lode, but must have a few days to drive on the flooken. The men are progressing with the buildings as fast as possible.—J. MATTHEWS; Dec. 1.

SOUTH TAMAR CONSOLS.—The lode in the 136 fathom level south is much improved, being now 4 ft. wide, worth 7 cwt. of ore per fm.; the ground is easier for driving, and, to all appearance, we have a more productive lode before the present end. The 124 and south is very easy for driving, the price being 25s. per fm.; the lode is 3 ft. wide, worth 6 cwt. of ore per fm. In the 112 fm. level the lode is 3 ft. wide, worth 20 cwt. of ore per fm. The 109 and south has reached the side which had cut the lode out, and we are now driving in clean hills, but bearing away west, in order to meet with the lode again. The 90 end is still driving in unsettled ground, with capel on the western side of the level, which contains some ore, but not enough to value. The lode in the 80 fm. level is 2½ ft. wide, composed of fluor-spar, capel, and rich ore, to the extent of 5 cwt. per fm. In the 70 fm. level we continue to drive by the side of the lode, and have not taken it down during the past month. The lode in the 60 and south is 2 ft. wide, worth 8 cwt. of ore per fm. In the 45 fm. level the lode is 3 ft. wide, worth 9 cwt. of ore per fm. In the 30 fm. level the lode is 4 feet wide, worth 15 cwt. of ore per fm. The slopes throughout the southern part of the mine are all working very well. We set the new winch-engine to work on the 19th inst.; it is working very well, and doing much credit to the engineer, Mr. West, and to the makers, Messrs. Distin and Chafe. We are now erecting stands and pulleys, so as to draw from Smith's shaft, and as this work will be completed in the course of the present week, we shall resume sinking Smith's shaft in a few days. On Friday last we set one end to clear north of this shaft in the 30 under adit, and one stop in the back of the same level, which we calculate will produce 7 cwt. of rich ore per fm. We are pretty forward with our ores for the next sampling, and shall have the usual quantity—viz., 90 tons.—Nov. 28.

ST. AUSTELL CONSOLS.—Grouse's shaft is eased and divided down to the 25, and we have cleared a long piece of the cross-cut. At the end of next week we shall be in full operation in this level. We are heading up the tinze to the 25, and the 25 that was saved out some time ago, and I tried a very good sample to-day from this work. The lode in the 15, south of the shaft, is producing good tin, and if any difference, it is better than we have had it before. The copper lode, east end, north of the shaft, is very much split up and disordered, but the ground is more favourable for mineral than I have seen it for some time, and the branches are coming together a little east of the present end. The tin back east is still producing some good tin. The men who were in the tin back west I have put to stop the bottom, as we have a very large lode in the 160, and containing some good tin. The copper shaft is as last reported. All the other parts of the mine are without alteration. Our stamping-engine-house will be up to its height in about 10 days time, if the weather permits.—Nov. 26.

The lode in the 15 fm. level, south of the shaft, contains good work for tin; also, on the south wall, where the leader of muddle was, is now carrying copper ore. About three or four hours ago I broke out of the end two or three stones of solid yellow copper, worth from 10s. to 12s. per ton, and each stone would average about 1½ lbs. weight. The lode in this level is 18 inches wide in the back, and going down much larger; in the bottom of the end it is about 3½ ft. wide. In the 25 we are sending away some good tin.—R. H. WILLIAMS; Nov. 30.

TAMAR MARIA.—The adit level upon the cross-course has been driven 6½ fms. during the past month; the entire length of the lode is now 45 fms., through a most congenial stratum of killas, and I have no doubt that upon reaching our east and west lodes the expectations of several experienced mine agents who have inspected this valuable property, as well as my own, will be fully realised.—E. JAMES; Nov. 29.

TAMAR SILVER-LEAD.—The lode in the rise in back of the 215 fathom level is 20 in. wide, composed of capel and ore, good saving work. In the winze sinking in the bottom of the 203, the lode is 1 ft. wide, rich work. In the 205 end the lode is 2½ ft. wide, composed of capel, muddle, and ore, good stamps work. The 190 end is still in hand ground and poor. In the 175 end the lode is 3 ft. wide, composed of capel, capel, and ore, and the lode is 2 ft. wide, composed of capel, capel, and ore, with strings of ore. The pitches are looking much usual. The alteration we have made with the pumping-engine has saved 14 cwt. of coal in the 24 hours. We hope to sample on Saturday, the 3d of December, but I fear the quantity of parcel will be small; in consequence of repairing the pumping-engine, we had no water to dress the tributer's ore.—North Mine: We expect to hole the winze from the 90 to the 100 fm. level this week. In the 80 end the lode is 1 foot wide, composed of can and ore of coarse quality.—J. SPRAGUE; Nov. 29.

TEES SIDE LEAD.—The prospects at Metal Band still continue to improve. I saw some leaders of ore going off in the north side of the level just underneath the new rise; and, consequently, I put some men on to blast out the side, and see what it meant, and also for the purpose of making a turn rail past the side, which has laid the lode open; it is now about 7 ft. wide, and contains good bowse work throughout. The necessity of erecting a crusher here is quite clear, as the work is of such a nature that little other than the smaller particles can be washed or dressed to advantage with our present mode of pulverising. You will understand that the bowse work here does contain large lumps of solid ore, but is as (generally expressed) brangled work. The western stop at Providence contains good ribs of ore, and also pretty much brangle ore; but I have not yet been able to get an inspection of that part. In reference to the quantity of ore being dressed at Metal Band, the work has laid definite idea, as most of it is only partially washed; but, on a rough calculation, I would say 20 to 30 bins, and a large heap accumulating for the crusher, which cannot be dressed to advantage now.—JOSEPH COLLOM; Nov. 29.

TINCROFT.—At North Tincroft, the lode in the engine-shaft, sinking below the 130 fm. level, is 3½ ft. wide, worth 35s. per fm.; in the 120 fm. level, driving east of the said shaft, the lode is 2 ft. wide, worth 5s. per fm.; in the west end, in the same level, the lode is 2 feet wide, producing saving work. In the 120 fathom level, driving east of the said shaft, the lode is 3 ft. wide, but poor; in the west end, in the same level, the lode is 3 ft. wide, producing good stones of copper ore. In the 110 fm. level, driving west of the said shaft, the lode is 3 ft. wide, worth 14s. per fm. The lode in the 100 fm. level, east of the said shaft, is 3 ft. wide, worth 12s. per fm.; in the winze sinking below the 100 fm. level, west of engine-shaft, the lode is 3½ ft. wide, worth 12s. per fm. The lode cut in the 100 cross-cut, north-west of the engine-shaft, is 18 in. wide, worth 8s. per fm. Dunkin's lode in the engine-shaft, sinking below the 110 fm. level, is 3 ft. wide, worth 16s. per fm. In the 110 fathom level driving west the lode is 3 ft. wide, worth 6s. per fm.; the slopes in the back of the level are worth 9s. per fm. In the winze sinking below the 90 fm. level, west of the said shaft, the lode is 2 ft. wide, worth 11s. per fm. Highbarrow tin lode in the 132 fm. level, driving east of Martin's east shaft, is 3½ ft. wide, worth 12s. per fm.; the slopes in the back of this level, both east and west of the said shaft, are worth 14s. per fm. The slopes in the bottom of the 142 fm. level are worth 15s. per fathom. The slopes in the back of the 130 fm. level are worth 11s. per fm.; the slopes in the back of the 130 fm. level, east of the engine-shaft, are worth 8s. per fm. Chapple's lode in Downright shaft, sinking below the 130 fm. level, is 3 ft. wide—saving work for tin and copper. The slopes in the back of the 110 fathom level, west of the said shaft, are worth 12s. per fm. Grouse's lode in the back of the 70 fm. level, east and west of the rise, is 5 ft. wide, worth 18s. per fathom. In the 50 fm. level west we are driving on the flooken part.—P. FLUKE; Nov. 29.

TRANACK CONSOLS.—The ground in the western cross-cut is more favourable for driving than usual, present price 4s. 15s. per fm.; last month it was 5s. 10s. The cross-cut is driven north from the north lode 51 fms.; there are about 30 fms. more to drive before intersecting the gossan lode. If there are any lodes or branches between the present end and this gossan lode, we cannot fail to cut them in the cross-cut. The eastern cross-cut is extended north from the south lode 60 fms. 2 ft. 9 in.; the lode in the north lode is about 18 or 20 fms. to the head of us; unless the ground gets harder, we hope to cut the lode in consequence of the cross-course (which is very wide and strong; indeed, wider than the end, being mixed with gossan and spar, present price 2s. 12s. 6d.; last month it was 2s. 10s.). The ground on the recent-house lode is rather harder; we have set to the men to drive east, at 6s. per fm., in order to prove its character in the granite, which we expect to reach in about 5 or 6 fathoms more. The lode in this end is producing good stones of grey ore; upon the lode, the men are progressing most favourably.—J. BENNETT.

TREBLE TIN.—In driving obliquely through the lode we came to granite on the south side sooner than we expected, judging from the size of the lode a little further north; but, instead of regretting that it is not so large, we shall be glad to have a smaller and more compact lode. In going west we find that we are completely under the large patch of granite which we discovered in the 100 fathom level. We think in driving west we are likely to get an improvement, especially as we are now working west of our present working a well-defined cross-course. In nearing which we may reasonably anticipate richer work for the stamps. The shaft about which we have had our fears as to position will, I believe, prove to be just in the right spot; we think of proving the lode, especially west, before we resume the sinking. We are preparing a parcel of tin for the market, and hope to return about Christmas.—W. VERNON; Nov. 29.

The lode in driving east is split, and interrupted with granite; it is, however, producing tin. The slopes are much as last reported, producing tin throughout, and not interrupted with granite; we shall soon commence to drive west, and from the present appearance of the lode we hope shortly to have an improvement.—H. WILLIAMS; Nov. 30.

TRELAWNY.—At Trelawny shaft, in the 130 fm. level cross-cut, the lode is cut through, which is 3 ft. wide, and worth 6s. per fathom. In the 120 fm. level, both north and south ends are still in killas. In the 107 fm. level, south end, the lode is 1½ ft. wide, and ore. In the 92 fm. level, south end, the lode is 2 feet wide; and worth 17s. per fathom. At Smith's shaft the men are still engaged as last reported; the cross-cut at the 98 fm. level is driven 3½ fms. towards the lode, and the ground is stiff. In the 88 fm. level, north end, the lode is 2½ ft. wide, and the ground is stiff. In the south end it is 3 ft. wide, and worth 10s. per fathom. In the 78 fm. level, north end, the lode is 2 ft. wide, with some ore in it. In the 64 fm. level, north end, the lode is 2½ ft. wide, and worth 7s. per fathom. In the 60 fm. level, north end, the lode is 2 ft. wide, and worth 9s. per fathom. In the 55 fm. level, north end, the lode is 2 ft. wide, and worth 7s. per fathom. In the 40 fm. level, north end, the lode is 2 ft. wide, and worth 7s. per fathom. In the 30 fm. level, north end, the lode is 2 ft. wide, and worth 7s. per fathom. In the 20 fm. level, north end, the lode is 2 ft. wide, and worth 7s. per fathom. In the 10 fm. level, north end, the lode is 2 ft. wide, and worth 7s. per fathom. In the 0 fm. level, north end, the lode is 2 ft. wide, and worth 7s. per fathom.

lode is 1 foot wide, and worth 5s. per fathom; in the south end it is 1 foot wide, and worth 8s. per fathom. The slopes and pitches in the south mine are looking poor, and have not produced their usual proportion of ore; consequently we shall be short in our sampling to-morrow (for four weeks). In the north mine the slopes and pitches are usually productive. The men in the back of the 40 fm. level have holed up to Chippendale's shaft, and the shaftmen are now cutting down the slopes in the back of this level, south of Chippendale's shaft, where there is a good lode.—JOSEPH KEMP; Nov. 29.

TRELEIGH CONSOLS.—The lode in the 100, which was large and ore last week, has reached the side, and it is consequently divided and to the right, we shall no doubt cut the counter part of it in the course of a few days. The lode in the 90 east is 3 ft. wide, containing good stones of ore. The tin lode is opening favourably, and the indications are very good.—J. PRINCE; Nov. 26.

TRELOWETH.—Since setting-day we have eased and divided the engine-shaft from the 67 fm. level to the 80, as well as partly cut plat in the 80, and driven east 3 fms., and west 2 fms. 3 ft. We shall now begin sinking below this level, as we find the lode better in the shaft and bottom of the levels than in the back. It is a very good looking lode, and we shall begin sinking upon it for copper ore.—Nov. 26.

TREMOLLET DOWN.—The ground in the cross-cut south is without alteration and set at 6s. per fathom. The lode going east is 4 ft. wide, composed of muddle, fluor-spar, and iron, and good with lead throughout, and set at 2s. 10s. per fathom. The lode in the hole is 1 foot wide, and the men to sink a winze under the adit level, on the course of the lode; the lode looks very well, and from the highly mineralised character of the lode now in the winze, I should think there could not be a doubt entertained of the lode proving very productive by a fair, proper development, and it maintains more than an ordinary degree of interest. I have put two men to drive on a lode about 20 fms. in from the mouth of the adit level; the lode is 2 feet wide, and composed of muddle and gossan.—J. RICHARDS; Nov. 26.

TREVENA.—The engine-shaft is now sunk to the 30; in sinking the last 4 fms. the lode has been split into branches, but is now assuming a more regular and compact character. In the 40 east the lode is 4 ft. wide, producing tin stuff of good quality, worth 10s. per fm. In the 30 east we have recently driven through a good course of tin, worth 12s. per fm.; in the present end the lode is not quite so rich, worth 7s. per fm. The slopes in the back of this level are looking well, worth from 9s. to 10s. per fm. In a winze sinking from the 30 to the 40 the lode is worth 6s. per fm. The lode in the 20 east is 1 ft. wide, producing rich stones of tin. In the 40 west the lode is large, but at present unproductive. In the 30 west the lode is 4 ft. wide, of a splendid appearance, producing tin stuff in sufficient quantity to pay for returning. In the 10 west the lode is large and regular, producing fine stones of tin. We have driven in the 10 west a lode 16 in. wide, composed of tin, worth 12s. per fm. In the 10 west we have raised in the last month 11 cwt. of tin. We are driving a cross-cut in the 20 to intersect this lode; the ground is very favourable; in the adit west we have cleared on two south lodes, on the southernmost of which we have come to ground where the lode is about 2 ft. wide, producing tin stuff, worth 8s. per fm. We sold on the 23d Nov. a parcel of tin, 3 tons 14 cwt. 3 qrs. 15 lbs., at 74s. 12s. 6d. per ton, realising 279s. 8s.—J. VIVIAN.

TYN-BERTH SLATE WORKS.—I have just returned from the mines, where I have been to pay the men, &c., whose receipts I beg to enclose. I have also measured up the work done for the last four weeks, and re-set the contracts to the men for the next month, an account of which I will forward you in a few days. No. 1 tunnel has got to be driven a few yards ere it intersects the lode. No. 2 tunnel is now driven 10 fms., and the lode is very much improved. Both the tunnels and the stoppings on No. 3 lode are much the same as last reported. The ground on the 4th lode has become very hard, but it produces rather a better quality of lead ore. The shaft on No. 6 lode is considerably improved, and produces some very good lead. I have set five men to stop down the end of this month, which I anticipate will prove very productive. The tunnel to the No. 8 lode has to be driven about 3 fms. before it intersects the lode. The wheel-pit is in course of erection, and will, I anticipate, be ready ere the arrival of the new water-course. The water-course is also progressing, and will be ready all in good time. Llynwgon quarry is much improved since last report, and there is a considerable quantity of blocks of different sizes raised, and rough dressed, now ready on the bank. The tunnel to the copper lode has yet to be driven 2 fms. ere it cuts the lode.—JOHN PARRY; Nov. 30.

ULPHA UNITED.—The lode in the winze at West Fell is poor at present. The ground in the cross-cut is harder; no lode as yet. There is no alteration in the other levels since last report. We are getting the ore down as fast as possible; the weather rather against us.—J. BOURD; Dec. 1.

UNION TIN.—We have a great extent of tin ground laid open in the 20 fm. level. I should say nearly 300 fms.; but we have no communication opened to this level as yet; neither is the ground sufficiently drained to open out for stopping. As the ground by the side of the lode is very troublesome when wet, but cheap and easy to work when dry, I propose that we let it alone until we are in a position to thoroughly drain it. We find the lode large, going east and west—being too large to carry the whole of it in one driving. I am not able to report particulars as to size and value as yet. The slopes in the back of the 10 fm. level are producing tin as usual. It will be seen from this month's sale that the work does not vary much—the produce being 2½ tons. The month before we had a week's more stamping—being 3½ tons.—JOHN WEBB; Nov. 2.

WESTON.—We continue driving eastward on the course of the Ryder lode; there is no change worthy of notice since my last report.—R. P. EDESTER; Nov. 30.

WEST PAR CONSOLS.—I am pushing on the works as fast as possible—being anxious to reach the lodes; and our progress towards them is rapid. We have fixed 22 fms. lift of pumps in eastern, and we are sinking with another; the ground continues beautiful. We are just putting off a little level from the drawing shaft to convey ventilation.—J. WREN; Nov. 29.

WEST PHOENIX.—In the 30 fm. level cross-cut north the lode is improved since my last; we have broken some good stones of tin since the past week. It appears very evident, the nearer we approach the lode the more productive the end is for tin; and should the lode continue to improve as it has for the last 2 or 3 ft. driving, which there is every reason to believe it will, we shall very shortly be able to save the whole of the stuff we break for stamps' work; the ground is still very hard, also a great deal of water is issuing very powerfully from the end. At the eastern engine-shaft we have completed the new plunger-lift, which I am happy to say, works exceedingly well; the water is in fork, and the men will again resume sinking the shaft to-morrow morning, when I hope good progress will be made. The clearing of the adit level is getting on with as fast as the nature of the work will admit.—H. RODDA; Nov. 23.

WEST POLBERRO.—Yesterday we set the slopes to the usual number of hands; these slopes for the last month have considerably improved: the lode altogether is about 8 ft. wide, producing ore throughout, some parts of it being very rich, equal to the specimens sent. We also set a new stop to a man and two boys, which is looking as favourable as the former, and considering it is directly above where the old men have worked a deep bottom for about 12 fms. in length, and from which a rich deposit of ore was taken away, we anticipate profitable results. We have come on one of the tin lodes, mentioned in the prospectus, in the shallow level; it produces a tin lode, but we prefer confining our operations to the present tin lode, as the lode is, therefore, set to the men accordingly. The materials purchased at Polberro are all on the mine, and the men engaged at the shaft are progressing most favourably; we calculate at the end of this month to have the winze and shaft ready to draw up the ore, which will take several days to do, having some hundreds of kibbles broken, which, from the appearance of the slopes and the staff engaged, will no doubt be greatly augmented by the time the winze and shaft are ready. There is no doubt now remaining that we shall have the full quantity of ore in the time specified.—THOMAS JELIAN; Nov. 29.

WEST WHEAL ALFRED.—We continue to drive west on the south side of the lode, and have about 4½ fms. to get opposite Mexico shaft, where we purpose driving through the lode and pitch, and the lode is rich, and the pitch is rich, and the yellow ore. In the 45 cross-cut north, into the lode, we have driven 2 fms. 5 in.; it continues to yield a large quantity of muddle, with good stones of yellow copper ore. The 37 is driven east of Goddard's shaft 56 fms., lode 3 ft. wide, composed of muddle, quartz, and flooken. The ground in Cole's engine-shaft is harder than usual; the shaft is now sunk 3 fathoms 2 feet below the 10 fm. level. The 40 cross-cut is driven 4 fms. 2 ft. south towards the lodes, but at present the ground is rather hard. The tribute department continues to look quite as well as for some time past.—Nov. 26.

WEST WHEAL JANE.—The 20 fathom level west, at Moor shaft, will make about 3 cwt. of tin per fm. The 20 fm. level east is just as last reported. The winze is worth about 30s. per fm. for tin. The engine-shaft is about 14 fms. below the copper adit, that is about 41 fms. below the surface. The steam-stamps are in course of erection with all speed.—JOHN TREKONING; Nov. 25.

WEST WHEAL ROBINS.—I beg to recommend you to continue the exploration in the 20 fm. level west, on Watson's lode, and also the driving of the cross-cut to intersect the south lode. If you should be disposed to erect a water-wheel pumping-engine, and work the Bank lode, I think you would discover deposits of copper. Before this mine was suspended by the late company I went through it. The adit level is extended into the western hill about 100 fms. on the course of the Bank lode; it is composed of friable spar, pease, and capel, spotted with muddle and copper. The engine-shaft is sunk 25 fms. below the adit; but no level has been driven below it. The lode in the engine-shaft is about 100 fms. to the south of the granite range.—JAMES NANCE; Dec. 1.

WHEAL ARTHUR.—North Lode: The lode in the 50 west is 3½ feet wide, producing good stones of copper ore. The lode in Palmer's winze, sinking below the 35 west, is 4 ft. wide, producing 1 ton of ore per fm., worth 9s. The lode in Hartland's lode, in the back of the 35 west, is 4 ft. wide, yielding 2 tons of ore per fm., worth 9s. per ton. The lode in Cruise's rise and slope, in the back of the 35 west, is 5 feet wide, yielding 2½ tons of ore per fm., worth 9s. per ton. The lode in the 20 west is 3 ft. wide, yielding 1½ ton of ore per fm., worth 10s. per ton. The lode in Broom's slope, in the back of the 20 west, is 3 ft. wide, producing 1 ton of ore per fm., worth 9s. The following pitches were set to-day—viz., Hartland's old slope in the back of the 35 west to four men; at 8s.; new pitch in the back of the 50 fathom level west, to four men, at 8s.; new pitch in the back of the 50 west, to four men, at 6s. 8d.; Har-gees's old slope, in the back of the 35 east, to four men, at 8s. 6d.—Old Lode: The lode in the 80 and 70 east is unproductive. The lode in Sandy's winze, sinking below the 70 east, is 5 ft. wide, yielding 1 ton of copper ore per fm., worth 7s. 10s. A pitch is set to four men, at 10s., in the back of the 70 east, immediately west of James's winze. The east end being driven south in the great cross-course, to cut the lode in the level. The ground in the 30 is hard. A new shaft is set to sink from surface, to intersect the north lode at about the 100 fathom level. We sampled yesterday, at Calstock Quay, Oct. and Nov. 1890.—No. 1, computed, 36 tons; No. 2, 39 tons; No. 3, 160 tons; No. 4, 19 tons—274 tons.—T. CARPENTER; Nov. 26.

WHEAL AUGUSTA.—The lode in the 40, on the Guide, looks better for tin than at last report. The lode in the 28, west of Rose shaft, is rather better. The stopper end this equals our expectations, and though not rich is producing tin. The 28, on Augusta lode, looks rich. The 10 fm. level, east of the engine-shaft, has a lode 12 in. wide, but poor for tin. The adit end on Augusta lode is yielding good tin, and looks kindly. The new south lode is much the same as last reported.—SAMUEL TREKONING; Nov. 26.

WHEAL CREBOR.—We have two men commenced stoping to the west of the new pitch now let. We have discovered some rich branches of yellow ore in a cross-cut we are driving south-east of Rendle's.—W. DOBLE.

WHEAL EDWARD.—The lode in the 30 fm. level east is as last reported; this end is 15 fms. 1 ft. 6 in. from the shaft—set on Saturday last to six men, 3 fms., at 5s. per fathom. Kent's winze is down 6 fms. 0 ft. 6 in. below the 30 fm. level; the lode is still large, spotted with black and yellow copper ore. We have had a horse of killas in the lode the last few days, which now appears to be declining, and I believe when it leaves the lode will improve—set to four men on Saturday 2 fms. at 5s. per fathom. The engine-shaft is made good down to 42 fms.—set on Saturday last.

to 12 men to drive the cross-cut south of the shaft 4 fms., cut plat 11 ft. wide, 12 ft. south, and 10 ft. high at brow, and 8 ft. high at the south end, sink shaft 5 ft. below the 42, cut bearer holes, fix bearers and cut elstern plat, fix elstern and 12-fm. drawing lift, and hang 12 fms. of main rods, all complete for 172s. This will take three months to complete. The heavy rains have greatly increased our surface water, but the engine is working easy, and is keeping the water well.—J. HOSKINS; Nov. 30.

WHEAL ENYS.—The improvements continue quiet equal to our last report. The weather for the last fortnight has been highly favourable for the masons, who have made rapid progress with the erections. The founders will be ready, in accordance with their contract; when the stamps shall be at work, there will be a very great increase in amount of return, which would have long since been the case but for lack of stamping power, without which it would have been folly to break more tin stuff than we had power to render merchantable.—Nov. 23.

WHEAL GUSKUS.—The stopmen will finish cutting plat this week, after which they will resume sinking the engine-shaft below the 50 fm. level. Guskus lode at this level, east of engine-shaft, is 1½ ft. wide, composed of quartz, capel, muddle, and stones of tin. In the 40 east and west it is 1 ft. wide, worth 6s. per fm. for tin. In the 30 east it is 8 in. wide, at present in disordered ground and unproductive; west it is 1 ft. wide, worth 7s. per fm. for tin. In the 30 west it is much the same as when last reported, worth 5s. per fm. for tin. Martin's lode, in the 40 fm. level, east of engine-shaft, is split into two branches, producing low price stamping work. In the 30 west it is 1 ft. wide, worth 8s. per fm. for tin and copper. In the 20, west of Reed's shaft, it is 1½ in. wide, worth 10s. per fm. for tin and copper. In the 10, west of said shaft, it is 1 ft. wide, worth 6s. per fm. for tin and copper.—J. REED; Nov. 28.

WHEAL GRENVILLE.—The cross-cuts have not yet intersected any lodes, nor is there any change in the 70 fm. level. The sinking of the engine-shaft is proceeding favourably, and the lode appears to be changing, having less iron in it.

WHEAL HAMMET.—I have carefully examined this set as you requested me. About the centre of the set a new engine-shaft has been sunk and timbered to the depth of 5 fms. 2 ft. below the surface; this shaft is about 10 fms. south of a promising gossan lode, cut in a pit immediately to the north of it, and underlying about 2 ft. per fm. towards the shaft. I believe this lode will yield tin at a shallow depth; and below the gossan I think it will be found productive of copper ore. The adit level has been driven east into the hill on the course of this lode towards the new shaft 44 fms.; and there remain 80 fms. more to be driven to reach the shaft. The lode in the adit level averages about 20 in. in width, and consists of gossan, quartz, and priam. The appearance of the lode in the adit level is not so promising as it is in the pit 80 fms. further east, opposite the new shaft. There is another lode cut in a pit 30 fms. further north, which is very similar in its character to the lode in the pit 80 fms. further east. The lode is 16" south-east, in the direction of the Caradon Mines, and situated like them in the granite range, at about 200 fathoms north of the junction of granite and killas. The large river at the north-west boundary of the Hammet set is quite ample to supply water-power to work machinery to any extent you may require to work the mine; and as you have got a new iron water-wheel delivered on the mine, and the water-course from the river nearly complete, I would advise you to decide on having it erected to drain the new shaft, and resume the sinking of it with as little delay as possible.—JAMES NANCE; Dec. 1.

WHEAL HELEN (BEARGE).—The engine-shaft is now sunk 2 fms. below the 29, and as soon as the pitwork is fixed we shall commence driving the 20 east and west. The lode in the bottom of the shaft is 1 foot wide, producing tin and copper. The 10 has been extended on the lode 32 fms.; the lode is 5 ft. wide, a regular fine looking lode, and showing every indication of large deposits of ore at an increased depth. In driving this end about 15 fms. further west we shall then get under the point where we have a rich course of tin in the adit level, which we hope to reach in about three months.—JOSEPH VIVIAN; Nov. 22.

WHEAL JAMES.—Saturday last being our setting day, we set the 10 fm. level to drive south of Procter's shaft, on the course of the lode, to six men, 8 fms., at 17s. 10s. per fathom, and 1s. 6d. per ton for the ore; the lode is 8 ft. wide, worth 20 tons of ore per fathom. The slopes in the back of the 10 fm. level set to drive at 2s. 3d. per ton; the lode is 7 ft. wide, worth 18 tons of ore per fathom. Humbley's slope, in the back of the 10 fm. level, north of shaft, is greatly improved since my last report, and the lode is at present 4 ft. 6 in. wide, worth 13 tons of ore per fm. The lode in the 10 fm. level, north of Procter's shaft, is at present unproductive, having a large course of porphyry crossing the end, which has disordered the lode; set to drive to two men, 4 fms., at 2s. 10s. per fathom. The cross-cut to Pearce's lode is in hand ground; set to drive to two men, 1 fm., at 10s. 10s. We have also set a winze to sink from the adit to 10 fm. level, south of Procter's shaft, on the course of the lode, to four men, at 17s. 10s. per fathom. This will properly ventilate the 10 fm. level, and will enable us to put any number of hands to work in a good course of ore; the lode in report a quantity of ore to surface, and I think we may fairly calculate on bringing to surface 500 tons of ore per month. We have now 200 tons on the mine, and about 300 tons at Wadebridge, which I hope to ship this week, if we can get vessels to take it away.—H. B. GROSS; Nov. 30.

WHEAL LARGFORD.—We have cleared the title in the 20 about 35 fms. east of the engine or Darg's shaft, and the tributers have commenced working in the back of that level; but in consequence of a breakage in the shaft on Monday last, we are prevented from working in that level at present. We repaired the breakage with all possible dispatch, and set the engine to work again on Tuesday, the 29th Nov. The slopes in the 10 fm. level are yielding about 1 ton of copper ore per fathom. We have not taken down any of the silver lode since last report.—W. KNOTT; Nov. 30.

WHEAL MARY GREAT CONSOLS.—The lode in the 50 fm. level east is daily improving; on the south part we have a branch of ore and muddle, about 6 in. wide, and to all appearance it will soon lead to a good course of ore; the lode in this level west is not so productive, although it still continues to produce saving work. The rise against the new shaft, in the back of the 50 fm. level, is up about 7 fms., the lode here is improved, producing good stones of ore. The new shaft is down full 24 fms., the sinking lift is again made right, and the ground in the present bottom is favourable. We shall shortly communicate with the rise in the back of the 25 fm. level. We have intersected the tin lode south in the adit, which is about 6 in. wide, containing a small portion of tin ore, and have commenced clearing at the south, or flat-rail, end of the other south lode. The tribute pitches are without important alteration.—THOMAS RICHARDS; Nov. 23.

WHEAL PERU.—Since my last the engine-shaft has been sunk 3 ft. In sinking we have gone through a floor, out of which there is a deal of water issuing, which has increased the water in the shaft considerably, but which has evidently drained the lode quite dry in the deep adit; in consequence of which I have taken the men engaged in sinking the eastern shaft, and put them to resume the sinking on the course of the lode below the adit. The masons have clothed the cylinder with brick, and are now engaged in plastering the engine-house, &c. The carpenter is busily engaged in preparing horse-whim. Our account-house will be finished to-day.—JOHN RODDA; Nov. 29.

WHEAL POLLARD.—We have this week again taken down the lode in the adit end, and find the composition of the lode to be quite altered. Instead of pease, and muddle, it is now composed of gossan, quartz, and priam, spotted with muddle and copper; it is still about 20 in. wide, and of a very kindly appearance indeed.—JAMES NANCE; Dec. 1.

WHEAL ROBERT.—During the past week the water in the shaft has increased very much, in consequence of the heavy rain, so that we are not progressing so fast in sinking; we are still in very favourable ground and beautiful blue killas, with very little of rich copper ore in the country; and we have every reason to believe that such indications are very promising in having opened on such a favourable lode at the surface. If the weather is favourable for the masons we shall have in the shaft-bob to-m

every reason to think that there are large quantities of lead standing from the 11 to the 22. We have commenced dressing, and in a short time shall be in the market with a good parcel of lead.—M. STARRS; W. HOSKINS: Nov. 30.

SOUTH CARN BREA.—Since your last meeting, the engine-shaft has been sunk 3 fms. 1 ft. 6 in. The deep adit level has been extended south towards the engine-shaft 4 fms. 4 ft. 6 in.; in the present end we have intersected a branch 6 in. wide, composed of peach and spar, underlying north, with a large stream of water issuing from it. We hope to get the flat-rocks working the latter part of this week; in consequence of the scarcity of labourers, we are obliged to take the men from the eastern adit level to assist in fixing the flat-rocks.—T. GLANVILLE: Nov. 28.

SOUTH CRENVER.—We have sampled in the past week three parcels of copper ore—viz., 62, 31, and 28 tons—last month's lotwork, &c., and 12 tons from the 31st parcel broken in the present month from the winze below the 64, and in the slopes in bottom of the 54, east of Gore's. Our work in the present month is little, in consequence of the increase of water in the eastern part of the mine. In the 54, east of Gore's, the lode is 2 feet wide, composed of quartz, jack, munda, and rich stones of copper ore, at present not much to value—ground very hard, and still in the clay course—driven 1½ ft. in the past week. In Fokkhorne's winze the lode is 2 ft. wide, producing from 2½ to 4 tons of ore per fm. The water has been in 74 and 81 the whole of the past week, consequently there is no alteration in either of these ends since last report. Carne's shaft is communicated to the rise. We have put a lift of 15-in. pumps from the 34 to the 64, through the shaft and rise; we completed it and went to work yesterday morning at half-past 2 o'clock. The lift works well, and we hope to drain to the 84 against the end of the week, when we shall be able to work all our tribute ground above the 84. We expect to drain the 74 against Tuesday morning. Our tribute department has been as usual, and the tributers increasing.—J. DELBROOK; E. CHENOWETH: Nov. 29.

SOUTH HERDSFOOT.—The adit level is driven about 5 fms.; the lode is about 4 ft. wide, and presents the same favourable appearance as last reported. Since my last, I have discovered to the south the lode; it is a very pretty gossan, 1 ft. 6 in. wide. I cannot say as yet much about the great champion lode; I must have a few days to drive on the flookan. The masons are progressing with the buildings as fast as possible.—J. MATTHEWS: Dec. 1.

SOUTH TAMAR CONSOLS.—The lode in the 136 fathom level south is much improved, being now 4 ft. wide, worth 7 wts. of ore per fm.; the ground is easier for driving, and, to all appearance, we have a more productive lode before the present end. The 124 and south is very easy for driving, the price being 25s. per fm.; the lode is 3 ft. wide, worth 6 wts. of ore per fm. In the 112 fm. level the lode is 3 ft. wide, worth 20 wts. of ore per fm. The 100 and south is much improved, the side which cut the lode is now driving in a level, but bearing away west, in order to meet with the lode again. The 90 end is still driving in unexcited ground, with capel on the western side of the level, which contains some ore, but not enough to value. The lode in the 80 fm. level is 2½ ft. wide, composed of fluor-spar, capel, and rich ore, to the extent of 5 wts. per fm. In the 70 fm. level we continue to drive by the side of the lode, and have not taken it down during the past month. The lode in the 60 and south is 2 ft. wide, worth 8 wts. of ore per fm. In the 45 fm. level the lode is 3 ft. wide, worth 9 wts. of ore per fm. In the 30 fm. level the lode is 4 feet wide, worth 15 wts. of ore per fm. The lode in the 20 fm. level is 4 feet wide, worth 15 wts. of ore per fm. We set the new winch-engine to work on the 19th inst.; it is working very well, and doing much credit to the engineer, Mr. West, and to the makers, Messrs. Distin and Chafe. We are now erecting stands and pulleys, so as to draw from Smith's shaft, and as this work will be completed in the course of the present week, we shall resume sinking Smith's shaft in a few days. On Friday last we set one end to clear north of this shaft in the 30 under adit, and one stop in the back of the same level, which we calculate will produce 7 wts. of rich ore per fm. We are pretty forward with our ore for the next sampling, and shall have the usual quantity—viz., 50 tons.—Nov. 28.

ST. AUSTELL CONSOLS.—Groat's shaft is eased and divided down to the 25, and we have cleared a long piece of the cross-cut. At the end of next week we shall be in full operation on the lode, &c., in this level. We are hauling up the tinstuff from the 25 that was saved out some time ago, and I tried a very good sample to-day from this work. The lode in the 15, south of the shaft, is producing good tin, and if any difference, it is better than we have had before. The copper lode, east end, north of the shaft, is very much split up and disordered, but the ground is more favourable for mineral than I have seen it for some time, and the branches are coming together a little more in the present end. The tin back east is still producing much tin stuff. The men who work west I have put to stop the bottom of the shaft, as we have a very large lode in the bottom, and containing some good tin. Dowson's shaft is as last reported. All the other parts of the mine are without alteration. Our stamping engine-house will be up to its height in about 10 days time, if the weather permits.—Nov. 26.

The lode in the 15 fm. level, south of the shaft, contains good work for tin; also, on the south wall, where the leader of munda is, is now carrying copper ore. About three or four hours ago I broke out of the end two or three stones of solid yellow copper, worth from 10 to 12 wts. of ore per fm. The lode in the 10 fm. level is 3 ft. wide, composed of capel, munda, and rich ore, good stamps work. The lode in this end is now about 18 inches wide in the back, and going down much larger; in the bottom of the end it is about 3½ ft. wide. In the 25 we are sending away some good tinstuff.—R. H. WILLIAMS: Nov. 30.

TAMAR MARHA.—The adit level upon the cross-course has been driven 6½ fms. during the past month; the entire length of the level is now 45 fms., through a most congenial stratum of kila, and I have no doubt that upon reaching our east and west lodes the expectations of several experienced mine agents who have inspected this valuable property, as well as my own, will be fully realised.—E. JAMES: Nov. 29.

TAMAR SILVER-LEAD.—The lode in the rise in back of the 215 fathom level is 20 in. wide, composed of capel and ore, good saving work. In the winze sinking in the bottom of the 205, the lode is 1 ft. wide, rich work. In the 205 and the lode is 2 ft. wide, composed of capel, munda, and ore, good stamps work. The 190 end is still in hard ground and poor. In the 175 and the lode is 3 ft. wide, composed of capel, and ore, saving work. In the 160 and the lode is 2 ft. wide, composed of capel, with strings of ore. The pitches are looking much as usual. The alteration we have made with the pumping-engine has saved 14 wts. of coal in the 24 hours. We hope to sample on Saturday, the 3d of December, but I fear the quantity of parcel will be small; in consequence of repairing the pumping-engine, we had no water to dress the tributers' ore.—North Mine: We expect to take the winze from the 90 to the 100 fm. level this week. In the 80 end the lode is 1 foot wide, composed of can and ore of cross quality.—J. SOWERS: Nov. 29.

TEES SIDE LEAD.—The prospects at Metal Bank still continue to improve. I saw some leaders of lead ore in the north side of the level just underneath the new rise; and, consequently, I put some men on to blast on the side, and see what it meant, and also for the purpose of making a turn rail plate there, which has laid the lode open; it is now about 7 ft. wide, and contains good bowse work throughout. The necessity of erecting a crusher here is quite clear, as the work is of such a nature that little other than the smaller particles can be washed or dressed to advantage with our present mode of pulverising. You will understand that the bowse work here does not contain lumps of solid ore, but is as (generally expressed) brangled work. The western stopes of Providence contain good rich ore, and also, pretty much brangle ore; but I have not yet been able to have a fair inspection of the ore, in reference to the quantity of ore being dressed at Metal Bank. I have yet but an indefinite idea, as most of it is only partially washed; but, on a rough calculation, I would say 20 to 30 bins, and a large heap accumulating for the crusher, which cannot be dressed to advantage now.—JOSEPH COLLOW: Nov. 29.

TINCROFT.—At North Tincroft, the lode in the engine-shaft, sinking below the 130 fm. level, is 3½ ft. wide, worth 35 s. per fm.; in the 180 fm. level, driving east of the said shaft, the lode is 2 ft. wide, worth 5 s. per fm.; in the west end, in the same level, the lode is 2 feet wide, producing saving work. In the 120 fathom level, driving east of the said shaft, the lode is 3 ft. wide, but poor; in the west end, in the same level, the lode is 3 ft. wide, producing good stones of copper ore. In the 110 fm. level, driving west of the said shaft, the lode is 3½ ft. wide, worth 18 s. per fm.; in the 100 fm. level, driving east of the said shaft, the lode is 3½ ft. wide, worth 12 s. per fm.; in the winze sinking below the 100 fm. level, west of engine-shaft, the lode is 3½ ft. wide, worth 12 s. per fm. The lode cut in the 100 cross-cut, north-west of the engine-shaft, is 18 in. wide, worth 8 s. per fm. Dunkin's lode in the engine-shaft, sinking below the 110 fm. level, is 3 ft. wide, worth 10 s. per fm. In the 110 fathom level driving west the lode is 3 ft. wide, worth 8 s. per fm.; the stopes in the back of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 100 fathom level, west of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 90 fathom level, west of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 80 fathom level, west of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 70 fathom level, west of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 60 fathom level, west of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 50 fathom level, west of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 40 fathom level, west of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 30 fathom level, west of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 20 fathom level, west of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 10 fathom level, west of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 0 fathom level, west of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 10 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 20 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 30 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 40 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 50 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 60 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 70 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 80 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 90 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 100 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 110 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 120 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 130 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 140 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 150 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 160 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 170 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 180 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 190 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 200 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 210 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 220 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 230 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 240 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 250 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 260 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 270 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 280 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 290 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 300 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 310 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 320 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 330 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 340 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 350 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 360 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 370 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 380 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 390 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 400 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 410 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 420 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 430 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 440 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 450 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 460 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 470 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 480 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 490 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 500 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 510 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 520 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 530 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 540 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 550 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 560 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 570 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 580 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 590 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 600 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 610 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 620 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 630 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 640 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 650 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 660 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 670 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 680 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 690 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 700 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 710 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 720 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 730 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 740 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 750 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 760 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 770 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 780 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 790 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 800 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 810 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 820 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 830 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 840 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 850 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 860 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 870 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 880 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 890 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 900 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 910 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 920 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 930 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 940 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 950 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 960 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 970 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 980 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 990 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1000 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1010 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1020 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1030 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1040 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1050 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1060 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1070 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1080 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1090 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1100 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1110 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1120 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1130 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1140 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1150 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1160 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1170 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1180 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1190 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1200 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1210 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1220 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1230 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1240 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1250 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1260 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1270 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1280 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1290 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1300 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1310 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1320 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1330 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1340 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1350 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1360 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1370 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1380 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1390 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1400 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1410 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1420 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1430 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1440 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1450 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1460 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1470 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1480 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1490 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1500 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1510 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1520 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1530 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1540 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1550 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1560 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1570 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1580 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1590 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1600 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1610 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1620 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1630 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1640 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1650 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1660 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1670 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1680 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1690 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1700 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1710 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1720 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1730 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1740 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1750 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1760 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1770 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1780 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1790 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1800 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1810 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1820 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1830 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1840 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1850 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1860 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1870 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1880 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1890 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1900 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1910 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1920 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1930 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1940 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1950 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1960 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1970 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1980 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 1990 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2000 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2010 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2020 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2030 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2040 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2050 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2060 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2070 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2080 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2090 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2100 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2110 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2120 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2130 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2140 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2150 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2160 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2170 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2180 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2190 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2200 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2210 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2220 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2230 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2240 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2250 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2260 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2270 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2280 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2290 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2300 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2310 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2320 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2330 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2340 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2350 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2360 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2370 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2380 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2390 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2400 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2410 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2420 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2430 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 2440 fathom level, east of the said shaft, the lode is 2 ft. wide, worth 11 s. per fm. In the 245

this level, the lode is spotted with ore, not to value. The pit at San Juan shaft is completed, and when the pent-house is fixed we shall commence sinking below the 33 ft. level. The 45 end, east of La Suerte mine, is worth 2 tons per fm.; in the 45 end, east, on the north lode, we have a slight improvement; the lode continues large, with a prospect of still further improving as we proceed; the 45 end west, on this lode, is worth 2½ tons per fm.; the end east of cross-cut, on the middle lode, also in this level, is worth ½ ton per fm.; the 45 end, west of Casanueva mine, on the north lode, is worth 2½ tons per fm.; there is nothing to notice in the cross-cut driving north at this place; the 45 end, east of Thorne's shaft, is worth 3 tons of ore per fm.; west, in this level, 1½ ton per fm. The 31 end, east of Thorne's shaft, is worth 1 ton per fm.; the cross-cut at this point, driving north, continues the same; the 31 end east, on the north lode, is worth 3½ tons per fm., ground moderate. The new mine sinking below this level, on this lode, is worth 4 tons of ore per fm.; the mine in the 31 ft. level, west of San Juan shaft, on the north lode, is worth 3 cwt. of ore per fm. At Field's shaft, the 31 ft. level west is worth 1 ton of ore per fm. The 20 ft. level is worth about the same quantity. At Taylor's shaft, the south lode is worth 2 tons of ore per fm. At Kennedy's shaft, the lode is large but poor. The 20 ft. level, west of Warner's shaft, is worth ½ ton of ore per fm.; the 20 end is poor. In Victoria pertenencia, we have communicated the 10 ft. level with the new shaft east, and have now good ventilation for proving this lode at deeper levels; the lode averages about 1 ton of ore per fm. The pitches are yielding a fair quantity of ore. Ore weighed in, 68 tons.

ALLEN MINING ASSOCIATION.—Report from 14th to 26th Oct. RAIPAS.—There is no change to note. The 30 ft. workings are now in full operation, and we hope ere long that the exploration of this part of the mine will be attended with successful results.

OLD MINE.—The stopes still look well, yielding about the same quantity of ore per fm. as last reported. In the shallow level, north-east, the lode is about 2 ft. wide, spotted with copper ore. We purpose in the course of a few days commencing a winze in the bottom of the eastern workings, to open a communication with the shallow level; when this work is accomplished, it will enable us to open and prove the lode more effectually eastward.

UNITED MINES.—The lode at Woodfall's does not look quite so well; it now yields about 1½ ton per fm. MICHAEL'S.—The lode both in the shallow level and back stopes looks much the same as before, the latter yielding about 3 tons of ore per fm. The lode in the new adit yields good stones of ore occasionally, but the lode is rather unsettled.

CARL JOHNS.—The tributaries are still doing a little in their pitches when the weather permits. The prospects are not deteriorated.

ROYAL SANTIAGO MINING COMPANY.

Cobre, Oct. 26.—Taylor's shaft has been suspended for a few days, in order to open eastwards in the 56; the end is 4 feet from the shaft; the lode is 6 feet wide, with a leader of ore 2 ft. wide on the north wall; the remaining part is scattered with ore, but mostly consists of "horse" and muddle. The 41 east has been communicated to the winze sunk from the 33; the lode has fallen off from its yield of ore in the last 2 fms. of the winze, but the end going east looks promising; the lode is 5 ft. wide, easy for breaking, and containing large "cups," which are lined with crystallized yellow ore; the hollows are also partly filled with loose quartz and ore, which gives good work; the remaining part of the lode is of very coarse quality. Having now a better circulation of air in the 33, we have commenced a rise in the north cross-cut, to communicate with the 32, west of Perseverancia shaft, on the north lode, for the purpose of still further increasing the ventilation, which is much wanted at Taylor's shaft. At Perseverancia shaft, the rise in the back of the 32 is up 3 fms., and we have now a branch of ore 6 in. wide on the north side of the lode; there are still about 2 fms. to rise to communicate to the old workings. At Goldenrod shaft there is a large branch, or it may be another lode, entering the shaft from the north side, which contains good stones of yellow ore; we shall ascertain more of it by next week; it has increased the water, and we determined to fix a bucket-lift in the shaft immediately. At Discovery shaft the ore is not so plentiful as last week, but the lode yields grey ore and stones of red oxide of rich quality; the latter contains native copper, which I do not see anywhere to the west of the shaft. In the 10 end west the lode is 2½ ft. wide, with a small leader of red oxide on the north and south walls, and a branch of grey ore between the two; the size of the branches varies from a mere line to 6 in. wide. In the winze at 9 fms. west of the shaft, the lode is 3 feet wide, and very hard for breaking; it has yielded some excellent work lately, consisting of red and grey ore.

THE SCOTCH IRON TRADE.

STATISTICS OF THE IRON FOUNDRY TRADE OF GLASGOW—DECEMBER 1, 1853.

BY THOMAS EDINGTON, ESQ., OF GLASGOW.

There are at present in Glasgow and the neighbourhood the large number of 94 iron foundries, all of them in full operation, and quite unable to meet the immense and increasing demand for castings of all kinds, particularly for gas, water, and railway companies. Particulars as follows:—

On the north side of Glasgow	18
On the west	10
On the south	9
On the east	9
In rest of Lanarkshire	16
In Renfrewshire	14
In Dumfriesshire	3
In Ayrshire	11
In Stirlingshire	3
	= 94.

Two of these foundries turn out socket pipes by very ingenious processes, patented by Mr. D. Y. Stewart and Mr. W. G. Wilson. In addition to the above, there are at present five entirely new iron foundries building in Glasgow—one by Messrs. Thomas Edington and Sons, to turn out socket pipes, &c., by an entirely new process, recently patented by Messrs. Law and Ingles; one by Messrs. John Downie and Co., which is to be erected on a new and improved plan; one by Mr. David Ritchie; one by Messrs. J. and A. Law; and one by Messrs. James Grandison and Son. The local consumption of pig-iron will, therefore, be very much increased next year, if the iron trade continues good.

MINERAL PRODUCE OF SOUTH AUSTRALIA.

The following is a comparative statement of the export of mineral produce from South Australia, for the years ending June 25, 1852 and 1853:

	Quantity.	Value.
1852—Copper	43,704 cwt.	£179,632 0 0
Regulus	583 tons	17,696 0 0
Copper ore	10,974 tons	164,346 0 0
Lead ore	49 tons	320 0 0
Total		£362,188 0 0
1853—Copper	28,144 cwt.	£113,893 8 0
Regulus	34 tons	1,320 0 0
Copper ore	4,734 tons	95,147 0 0
Lead ore	20½ tons	291 0 0
Total		£210,651 8 0

This return shows a great falling off in the exports of copper, owing to the disturbance of the labour market, caused by the gold discoveries.

MINING IN THE PENZANCE DISTRICT.

AT NORTH DING DONG. The deep adit will shortly be under the western shaft, and which, when communicated with, will open ground for a number of men to work on. The lode at present is good for tin, and appears to be improving in going west.

AT EAST DING DONG. The engine-shaft is sinking by nine men, and the 16 ft. level driving east and west of the shaft. The flat-rods are at work at Twin-barrow's shaft, which is cleared to bottom, and is now driving east to the adit. In every point the mine is opening well. A stamp is taken, and in a short time there will be tin for the market. It is expected that the mine will not be second to the old Ding Dong, which has been worked for more than 100 years, and most of the time giving great profits; both mines adjoin each other.

AT WHEAL LEMON. A large quantity of tin ground is opened. Above 2000 ft. of tin is now at surface. A steam-stamp is in course of erection, which will go to work in a week or two, and the mine will then return large quantities of tin. **MILL POOL.** This mine will soon be amongst the list as paying dividends. In driving the 38 ft. and 48 ft. ends, and sinking the shaft to the 58 ft. level, more tin is got than will pay the cost. Two water-stamps are on the mine, which are quite insufficient to stamp the tin from this working, consequently a quantity is now at surface. At the next meeting, which is to take place shortly, it is expected that a new pumping-engine will be ordered, and the present one converted into a steam-stamp. There are many thousands pounds worth of tin ground laid open, so as to be taken away when this is carried out.

THE WELSH POTASSIUM MINING COMPANY.—A company has been formed with a view to the more effectual development of these extensive sets, which are about two miles in extent, and comprise a territory of mineral ground of between 1400 and 1500 acres. They are situated midway between Aberystwyth and Machynlleth, Cardiganshire, at a distance of nine miles from the shipping port of Aberdovey, and are held for a term of 21 years, under a lease granted by Pryse Loveden, Esq., at a royalty of 1-11th, with a covenant for renewal for a further term of 21 years at the same royalty. These mines, which are some of the oldest on record, have been worked at various periods, but partially only, never having been developed to any depth, and the opinion as to the results which may be expected is strengthened from the circumstance that the mines in the county of Cardiganshire are for the most part of great value. Experiments have been made upon the samples of lead ore taken from three different parts of the Welsh Potassium lode, and produced in one instance 80 per cent. of lead, and 5 ozs. 2 dwts. 12 grs. of silver per ton of ore. Traces of gold were also perceptible. We have stated that these mines are of very early date. In 1699 Sir Hugh Middleton was enabled, out of the profits (viz., 2000l. per month) arising from the mines in Cardiganshire, to project and carry out so great an undertaking as the New River. The directors, who are in every way qualified to carry out successfully any undertaking, have visited and inspected the property, and have had the same carefully examined and surveyed by engineers and practical miners of considerable experience, and from the reports of these gentlemen, the greatest confidence may be placed in recommending this undertaking to the notice of the public as a highly promising and valuable investment. From the peculiar nature and magnitude of the mines, the directors have come to the determination of establishing the company as an extensive enterprise; the capital which they propose to raise being no less a sum than £100,000, in 20,000 shares, of 5l. each; but 5000 only will be issued in the first instance, the balance of the capital being found necessary, the existing shareholders will have the preference in the issue of shares. The terms upon which the property has been purchased are considered very advantageous, the vendors taking the greater part of the purchase money in shares of the company, showing at once their opinion of the undertaking. Houses sufficiently commodious for 200 miners, with counting-house, school, &c., &c., were erected upon the property a few years since, and are in a good state of repair. Ample machinery is also on the mine, and

the most extensive and active operations can be commenced forthwith. The present company will have the full and immediate benefit of the work performed by their predecessors, and with a combination of these and many other advantages, their success appears anything but transient.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET, London, December 2, 1853.

ENGLISH IRON.	per Ton.	On the spot	per ton	SPELTER.	per ton
Bar and bolt	£9 0 0	To arrive	—	—	—
In Wales	8 0 0	—	—	—	—
In Liverpool	8 10 0	—	—	—	—
In Staffordshire	9 10 0	—	—	—	—
Sheets, single	11 10 0	—	—	—	—
Sheets, double	13 0 0	—	—	—	—
Hot	10 15 0	—	—	—	—
Rod, round	10 10 0	—	—	—	—
Nail rod, square	10 10 0	—	—	—	—
Rails (Wales)	8 0 0	—	—	—	—
Rails (Staffordshire)	8 5 0	—	—	—	—
Railway Chairs, Clyde	3 17 0	—	—	—	—
Fig. No. 1, Clyde	3 19 0	—	—	—	—
3-1/2ths No. 1 & 2-1/2ths No.	3 19 0	—	—	—	—
No. 1, in Wales	4 10 0	—	—	—	—
Scotch Pig No. 1 in London	4 10 0	—	—	—	—
Stirling's Non-Laminating, or Hardened, Surface Rails	9 0 0	—	—	—	—
Cold-chest, No. 1 Foundry	5 10 0	—	—	—	—
Charcoal bars	14 10 0	—	—	—	—
Stirling's Patent	3 12 6	—	—	—	—
Toughened Pigs, Glasg.	4 0 0	—	—	—	—
Doitto	4 0 0	—	—	—	—
FOREIGN IRON.	per Ton.	On the spot	per ton	SPELTER.	per ton
Swedish	11 10 0	—	—	—	—
Russian CND	17 0 0	—	—	—	—
Indian Charcoal Pigs	8 0 0	—	—	—	—
In London	—	—	—	—	—
FOREIGN STEEL.	per Ton.	On the spot	per ton	SPELTER.	per ton
Swedish keg, nominal	16 0 0	—	—	—	—
Doitto fagot	—	—	—	—	—
ZINC.	per Ton.	On the spot	per ton	SPELTER.	per ton
In sheets	30 0 0	—	—	—	—

Terms, a, 2½ per cent. dis.; b, nett; c, 3 ditto; d, 1½ per cent. dis.; e, 2 ditto; f, 1½ ditto; g, 1½ per cent. dis.; h, 2 ditto; i, 1½ per cent. dis.; j, 2 ditto; k, 1½ per cent. dis.; l, 2 ditto; m, 1½ per cent. dis.; n, 2 ditto; o, 1½ per cent. dis.; p, 2 ditto; q, 1½ per cent. dis.; r, 2 ditto; s, 1½ per cent. dis.; t, 2 ditto; u, 1½ per cent. dis.; v, 2 ditto; w, 1½ per cent. dis.; x, 2 ditto; y, 1½ per cent. dis.; z, 2 ditto.

RAILS ARE VERY FIRM. SCOTCH PIGS MAY BE QUOTED AT 78s. FOR MIXED NUMBERS. STAFFORDSHIRE IRON HAS AN UPWARD TENDENCY. WELSH BAR IRON—A GOOD BUSINESS DOING. SPELTER—Several hundred tons have changed hands at 23½ to 23½ 1/2s.; the market leaves off firm.

GLASGOW, Dec. 1.—We have to report a firm market for pig-iron during the last 24 hours. The fluctuations have been daily, but only to a very slight extent (1s. 5d. to 2s. 6d. per ton), and we close to-day slightly improved, at 78s. 6d. to 79s. for store warrants. Bar-iron is exceedingly firm, at 10½ to 10½ 1/2s.

LIVERPOOL, Dec. 1.—The demand for Manufactured Iron has been very active during the week, and the Staffordshire leading makers have advanced their prices 20s. per ton upon last quarter-day's rates. A large business has also been done in Welsh bars, which have advanced 10s. per ton. Scotch Pigs have declined to 78s. per ton for mixed brands warrants, at which the market closes very flat, with a strong desire shown to sell, and great disposition to purchase. The shipments and consumption have been checked by the great advance which recently took place, in anticipation of an abrogation of the French duties, which, however, have only been relaxed so far as to be inoperative at the present high rates. A good demand has sprung up for Tin Plates, which are unduly depressed. No further change in Lead or Copper.

MINES.—A further rise in the price of some of the dividend mines has taken place this week, with a good business doing. South Caradons have advanced to 350l. to 370l.; West Caradon, 270l.; Mary Ann, 44l. to 45l.; Trelawny, 42l. 10s. to 45l.; Gonama, 12l. 10s. to 13l.; Alfred Consols, 24l. 15s. to 25l. 6s.; Ludcott, 2l.; Uny, 9l.; Trehan, 8l. 10s. to 9l.; United Mines, 210l. (in these mines an improvement is reported in the upper levels); Great Alfred, 35l. to 40l.; West Alfred Consols, 16l.; Trannack and Boscombe, 6l. to 7l.; Kirkcudbrightshire, 3l. 15s. to 4l.; Exmouth, 8l. to 8l. 10s.; Lackamore, 7s. 6d.; Herodafot, 9l. 10s. to 10l.; West Providence, 37l. to 38l.; Great Badden, 14s. 6s.; Trefusis, 21l. 10s. to 22l.; Buller, 1000l. to 1050l.; Basset, 610l. to 620l.; South Tolgus, 135l. to 145l.; Gilmar, 5l.; Treleweth, 6l. 10s. to 7l.; St. Aubyn and Grylls, 6l.; St. Day United, 2l. to 2l. 2s. 6d.; Grambler and St. Aubyn, 21l. to 22l.; Cwm Darren, 12s. 6d. to 15s. (in this mine a good discovery has been made, the lode in the engine-shaft being worth from 2 to 3 tons of rich lead ore per fathom). At a meeting of West Ding Dong adventurers, held in London on Wednesday, a committee, consisting of Mr. J. Y. Watson, Mr. N. V. Squarey, Mr. C. Richards, and Mr. J. Ennor, was formed, with full powers to examine into the accounts, to dismiss agents, and to reform the management generally. Much disappointment was expressed that the reports of the agents had not been borne out by the results, especially the fact, that at the end of 1852 they reported that such was then the state of the mine, they hoped to pay back all the outlay to the shareholders in 1853. Instead of this, however, further calls had been made, and, it appeared, to put the affairs into a proper state another call would be required.

In the Bullion Market.—Mexican and South American dollars, 5s. 1d. per oz. Bar silver containing gold, all gold above 5 grains in the pound to be paid for, 5s. 2½d. per oz. standard. Bar silver without gold, 5s. 1½d. per oz. standard. Bar gold, 77s. 9d. per oz. standard. Spanish doubloons, 78s. 6d. per oz. Columbian doubloons, 77s. per oz. Fine cake silver, 5s. 6½d. per oz.

DIVIDENDS DECLARED IN NOVEMBER, 1853.

Company.	Per share.	Amount.
Devon Great Consols	£9 0 0	£2016 0 0
Wheal Buller	30 0 0	7680 0 0
Alfred Consols	0 18 0	4608 0 0
Carn Brea	2 0 0	2000 0 0
Lisburne	5 0 0	2000 0 0
Dharode	1 8 0	1666 13 4
South Caradon	6 0 0	1800 0 0
North Wheal Bassett	0 5 0	1500 0 0
Wheal Owles	12 10 0	1000 0 0
Nantlle Vale	0 1 3	925 0 0
Bedford United	0 4 0	800 0 0
Wheal Margaret	6 0 0	672 0 0
Great Work	5 0 0	596 0 0
South Wheal Frances	2 0 0	495 0 0
Trevelick and Barker	2 0 0	240 0 0
St. John del Rey	2 0 0	22,000 0 0
Altan	0 15 0	3750 0 0
Total		£50,634 13 4

AT SOUTH CARADON MINE meeting, on Tuesday, the accounts for July and Aug. showed—Balance from last account, 920l. 6s. 1d.; copper ores sold, 5440l. 1s. 8d.—6360l. 6s. 9d.—Mine cost for July, including lord's dues (160l. 7s. 5d.), 1736l. 10s. 1d.; Aug., including lord's dues, (137l. 7s. 11d.), 1941l. 7s. 1d.; leaving balance in favour of adventurers, 2681l. 19s. 7d. A dividend of 6l. per share (1536l.) was declared: leaving balance to next account, 1145l. 10s. 7d. The net profit on the two months' working was 1761l. 14s. 6d. Captain Peter Clymo, jun., reported that since the last meeting a considerable improvement had taken place in the mine. They had discovered a splendid course of ore in a pitch in the back of the 34, on Jope's lode, sold for 46l. 2s. per ton; the pitch is now set at 9d. in 12, and they had out the same course of ore in the 22, where it was worth 40l. per fm. The prospects generally throughout the mine were good.

The Lisburne Mines Company has declared a dividend of 5l. per share.

The Carn Brea Mines Company has declared its 89th dividend, of 2l. per share—making 225l. 10s. already paid on each 15l. share.

AT CREEGBRAWIE MINE meeting, on the 18th Nov., the accounts for Aug. and Sept. showed—Costs and merchants' bills, 1702l. 7s. 4d.—Balance from last account, 216l. 5s. 10d.; ores sold, less dues, 1414l. 10s. 6d.; leaving balance against adventurers, 71l. 11s.

AT ST. MICHAEL PENKEVIL MINE meeting, on the 18th Nov., the accounts for Aug. and Sept. showed—Ores sold, less dues, 212l. 4s. 8d.; call in May, 298l.—510l. 4s. 8d.—Balance from last account, 152l. 16s. 9d.; costs and merchants' bills, 269l. 6s. 11d.; leaving balance in favour of adventurers, 88l. 1s.

AT WEST WHEAL DAMSEL meeting, on the 14th Nov., the accounts for four months ending July showed—Balance from last account, 347l. 18s. 6d.; costs and merchants' bills, 2132l. 6s. 11d.—2480l. 4s. 6d.—Ores sold, less dues, 1582l. 18s.; call in Aug., 512l.; leaving balance against adventurers, 385l. 6s. 5d. A call of 2s. per share was made.

AT WHEAL TREFUSIS meeting, on the 17th Nov., the accounts for Sept. and Oct. showed—Balance from last account, 225l. 18s. 4d.; costs and merchants' bills, 864l. 12s. 2d.—1090l. 5s. 6d.—By ores sold, less dues, 407l. 8s. 6d.; call in Sept., 256l.; leaving balance against adventurers, 426l. 17s. A call of 10s. per share was made.

The Wheal Clifford statement of accounts for Sept. and Oct. show—Balance from last account, 107l. 8s. 3d.; ores sold (less dues), 815l. 8s. 6d.—923l. 16s. 6d.—Mine costs and merchants' bills, 800l. 10s. 1d.; leaving balance in hand, 122l. 6s. 7d.

The Treavean Mine accounts for August and Sept. show—Balance from last account, 892l. 2s. 11d.; mine costs and merchants' bills, 2870l. 10s. 10d.—3762l. 12s. 9d.—By ores sold (less dues), 2078l. 18s. 5d.; sundries, 222l. 12s.; leaving balance against adventurers, 1461l. 3s. 3d.

AT TRELONY CONSOLS meeting, on the 21st Nov., the accounts, from the 1st of April to the 30th September, showed—Balance from last account, 115l. 2s. 7d.; black tin sold, 2301l. 1s. 1d.; sundries, 28l. 17s. 7d.—2448l. 1s. 3d.—By labour cost, 1542l. 9s. 3d.; surgeon, 9l. 8s. 3d.; merchants' bills, 463l. 12s. 1d.; costs, 93l. 13s. 5d.; lord's dues, 114l. 19s. 3d.; leaving balance in favour of adventurers, 221l. The next meeting will be held on the 21st of February, when it is confidently expected that a dividend may be anticipated.

AT THE MIDLAND MINING COMPANY special meeting, at Chesterfield, on Tuesday (Mr. Josiah Elliott in the chair), the following officers were appointed:—Manager and purser, Mr. Fletcher, Wingerworth; committee, Messrs. J. Burton, Whitehead, McCullen, James Fletcher, Richardson, W. Timms, and Thomas Gratton.

AT THE CAE-GYRON MINE meeting, on Wednesday (Mr. Thomas Field in the chair), the accounts showed—Balance last account, 211l. 14s. 10d.; mine cost, Aug., 158l. 2s. 6d.; Sept., 144l. 0s. 3d.; Oct., 210l. 4s. 11d.—724l. 2s. 6d.—Calls received, 600l.; ores sold (less royalty, 107s. 3d.), 131l. 19s. 7d.; leaving balance against the mine, 92l. 2s. 11d. A call of 1s. 6d. per share was made. Capt. Absalom Francis reported that they were progressing favourably with the erection of the machinery. There was then broken on the mine about 4000 worth of lead, and about 600 worth of blende. The general appearance of the mine was very promising.

AT THE WILLOW BANK MINE meeting, on Wednesday (Mr. Thomas Field in the chair), the accounts showed—Balance last account, 675l. 18s. 3d.; ores sold (less royalty, 3l. 11s. 8d.), 40l. 11s. 8d.—722l. 9s. 11d.—Mine cost, August, 80l. 10s.; Sept., 85l. 14s. 9d.; Oct., 540l. 9s. 6d.; leaving balance in favour of mine, 15l. 15s. 8d. A call of 1s. per share was made. Capt. Absalom Francis reported that they had completed their machinery. A 42-ft. water-wheel, 3 ft. 6 in. breast, with rods to engine-shaft, about 60fms., was at work, and answering well. The new engine-shaft was sunk about 12 fms., and would take the lode at about 25 fms. The ore from the wheel-pit had been sold at 15l. 14s. 6d. per ton, and must have been rich for silver.

AT SOUTH CARN BREA bi-monthly meeting, on Wednesday, the accounts for Aug. and Sept. showed—Mine cost, 472l. 2s. 5d.—From last audit, 240l. 7s. 9d.; leaving balance against mine, 231l. 14s. 8d. A call of 10s. per share was made.

AT THE WHEAL TEHDY meeting, on Wednesday, the accounts showed—Calls received, 1500l.—Balance last account, 585l. 9s.; labour cost, two months, 268l. 19s. 1d.; merchants' bills, &c., two months, 389l. 18s. 6d.; leaving balance in favour of mine, 255l. 13s. 5d. Captains Daniel Lankbery and William Roberts reported that in the 33, east of western shaft, the lode was 2½ ft. wide, composed of capel, muddle, blende, and stones of ore. The 23, east of the same shaft, is extended 20 fms.; the lode is 1 ft. wide, unproductive. In the 30, driving west of Moyle's shaft, the lode was 2 ft. wide, split into branches, containing a small portion of ore.

AT TREVONE MINE special meeting, on Tuesday (Mr. Coppinger in the chair), the minutes of the previous meeting having been read and confirmed, it was resolved unanimously, that the company be dissolved; that the lease of the mine be disposed of; and that steps be taken to pay all claims upon the same. Another special meeting, to confirm the above resolution, is to be held on Tuesday next. The statement of liabilities showed—Due on mine, 218l. 4s. 8d.; on purchase, 2000l.; to purser, 51l. 19s. 9d.; engineer, &c., 210l.—2480l. 4s. 5d. Shares issued, 6120; capital, 16,000l., in 15,000 shares; cash in hand, 1l. 7s.

AT THE CUBERT UNITED MINES a general improvement has taken place; they are still raising good stones of lead from the 35 west. In the 46 south they found a good lode gone down, and have broken stones of solid lead, weighing 30 lbs. each. They have on the mine, dressed and undressed, about 23 tons of good ore.

AT THE DINAS GREAT COPPER MINE adjourned meeting, on Tuesday, the report of Capt. Matthew Francis was read; but as there appears to be a great difference of opinion between that gentleman and Capt. Fox, another meeting will be held on the 13th inst., for the purpose of deciding whether the mine shall be prosecuted with vigour or abandoned.

AT THE MIZEN HEAD COPPER MINING COMPANY meeting, on Monday (Mr. Charles Manley Browne in the chair), the accounts showed a balance at banker's in favour of adventurers of 241l. 4s. 1d. The report of the committee, which will be found in another column, was adopted; and Mr. Levy, who represented the Irish shareholders, made a proposition that if the management was removed to Dublin, the amount of funds necessary for working the mine would be subscribed by the new directors, without calling on the other shareholders.

AT CASTLE DINAS MINING COMPANY meeting, yesterday (Mr. E. Stubbins in the chair), the accounts showed—Balance against adventurers, 79l. 15s. 7d. A call of 2s. per share was made. The chairman congratulated the meeting upon the fact of their debts having been reduced from 514l. to the present balance; and what was, perhaps, of far greater importance, on the recent discovery of gold in the mine, 42 pounds of ore

Newtownards, Fordale, Pen-y-coed, Lletty-eyan-ben, Strangford, Rhos-ydol, Dyffryn, and Trawatha; have sold lead ore.

Wheal Enys, Great Polgoth, Wheal Trevelyan, Union, Hayter Consols, Boscuden, Boscan, Phoenix, East Kitt Hill, and Charlestown mines have sold black tin.

The Great Wheal Vor United Mines sold tin ores during the last week, the produce of one month, amounting to 10177. 8s. 6d., against 9167, for the previous month.

At Lamberough Wheal Maria, the 40 ft. level cross-cut has cut into the lode about 3 ft., but has not met the north wall; the lode is very large, and the part cut is composed of malleable copper, prismatic, and spar, all blended together, and is a very promising looking lode.

At Crow Hill (St. Stephen), the 22 ft. level is looking well, and there is an improvement in the 35 ft. level east.

We understand that some samples of ore (which are very fine) from the different lodes in the Angarrack Consols Mines are now lying at the office of the company for inspection, and that Mr. Longmaid has received instructions for an assay.

The tailings of the poor auriferous gossan, which was passed through the reduction apparatus at the Britannia Gold Mine, was tested on Thursday by Mr. Berdan, and he produced a yield of 19 dwts. of pure gold to the ton of gossan.

The arrivals at Swansea include 850 tons of copper ore, and 8 tons of precipitate of copper, from Cuba.

During the week, shares have changed hands in Alfred Consols, Bedford United, Ballew, Brynall, Gomer, Dolneath, Lewis, Herodsfoot, Larkmore, Merit, South Tamar, Tincroft, West Hamons, West Providence, Wheal Golden, Wheal Margaret, Wheal Reeth, Altarnun Consols, Balnnon Consols, Bell and Lashar, Bilton Consols, Bodmin, West Downa Boscan, Castle Dinas, Carvanall, Cubert, Cwm Darren, East Gurnis Lake, East Tamar, East Tolgas, East Wheal Russell, Great Cowarth, Great Gurnis, Great Wheal Alfred, Great Wheal Baddera, Hingston Down Consols, Kenneggy, Mill Pool, Loden United, Mollard, Pen-y-Gelli, Poltmore, Princes Albert, Rhos-ydol, and Eustledon, Hingston United, Tessa, Tekebury, Trannack Consols, Trewatha, Union, Roche and Lashar, Vale of Towry, West Alfred, West Polgoth, West Wheal Alfred, West Wheal Buller, Wheal Chiverton, Wheal Robert, Wheal Speedwell, Wheal Zion, Wheal Whitford, Yeoland Consols, Clive United, Drestington, East Buller, Great Sheba, South Devon Consols, South Wheal Russell, St. Austell Consols, West Phoenix, West Stray Park, Keamare, Irish Consols, Mining Company of Ireland, Wicklow, &c.

In Foreign Mines, but slight alteration has taken place during the week; and the business transacted has been unimportant. Metals changed hands on Monday at 1/2 to 1/3 premium; Port Royal, 1/2 to 1/3; Sue River, 1/2 to 1/3; Jamaica, 1/2 to 1/3; Clarendon, 1/2 to 1/3. These prices were maintained without essential variation, except Metals, which left yesterday at 1/2 to 1/3. The following were the closing prices of the other West Indian Mines: Port Royal, 1/2 to 1/3; Sue River, 1/2 to 1/3; Jamaica, 1/2 to 1/3; Clarendon, 1/2 to 1/3; Linars remain firm at 1/2 to 1/3. During the week, the market has been very quiet, and the prices have been weak, and were down as low as 37; Royal Santiago also slightly declined, and closed at 5 1/2 to 5 3/4; Imperial Brazilian remained without alteration at 5 1/2 to 6, and National Brazilian at 2 1/2 to 3; United Mexican, 3 1/2; Pontifical have changed hands at 1 prem.

The Liguane and General Mining Company of Jamaica have convened a second extraordinary general meeting for Thursday, for the purpose of raising 2s. per share, to enable the directors to carry on the affairs of the company, and test the lead Head Mine. It is also proposed to submit certain alterations in the by-laws and regulations of the undertaking.

At the London and Virginia Gold and Copper Company meeting, on Thursday (Mr. A. S. Ayrton in the chair), the accounts showed an available balance of 79817. 3s. 9d. Mr. Ayrton was appointed president of the company; and Messrs. Anning, Barber, Capt. Greig, Dr. Mervyn, Warren, Adolphus William Young, and Alex. Young, were appointed directors in this country; and Messrs. Mosely and Bell as directors in Virginia; and to whom a cordial vote of thanks was passed for their valuable services. (A full report will be found in another column.)

The annual general meeting of the North British Australasian Company is convened for the 13th inst., for the election of the committee of management for the ensuing year. It is also intended to submit a motion, to be confirmed at a subsequent special general meeting, for reducing the number of the committee from ten to six, exclusive of two of the managers, who are ex officio members.

The Allen Mining Association have advised to the 26th Oct. At Raipais, the 30 fathoms workings are now in full operation. At the Old Mine, the stopes still looked well, yielding about the same quantity of ore per fm. as last reported. At Mitchell's, the lode both in the shallow level and back stope looked much the same, the latter yielding about 3 tons of ore per fm.

The Linars Mining Association have advised to the 19th Nov. The lode in the pit continued large, with stones of ore, and likely to improve. In the 65 end an excellent lode, worth 4 tons per fm.; ditto east of San Jorge, 2 tons per fm.; Carballo's winze, 1 ton per fm.; Arroyo's, 2 tons; and Cortez's, 1/2 ton per fm. In the 35, east of San Fernando, the lode was large, worth 2 1/2 tons per fm. The lode in the 45, east of La Sueria's winze, was worth 2 tons per fm.; in the 45 end east, on the north lode, there was a slight improvement; the 45 west was worth 2 1/2 tons per fm.; west of Casualidad winze, 7 cwt. per fm.; the 45, east of Thorne's, 8 tons per fm.; and the 31 ditto, 1 ton. The cross-cut in the 31 east was worth 3 1/2 tons per fm.; and the new winze below the same, 4 tons per fm.; Field's shaft, 1 ton; and the 20 ft. level about the same quantity. The pitches are yielding a fair quantity of ore. Ore weighed in, 68 tons.

The Royal Santiago Mining Association have advised to the 26th Oct. The 41 shaft had been communicated to the winze sunk from the 35. At Goldsmith's shaft, there was a large branch, or it may be another lode, entering the shaft from the north side, which contained good quantities of yellow ore. At Discovery shaft, the lode yielded grey ore and stones of red oxide, of rich quality, the latter containing native copper. In the winze, at 9 fms. west of shaft, the lode was 3 ft. wide, very hard for breaking, but had yielded some excellent work lately, consisting of red and grey ore.

From the Oberhof Mines, Captain Linton writes:—"We have a good improvement in the Vinden Mine. In a winze sinking in the bottom of the deep gallery a lode has been met with 18 in. wide, producing 2 1/2 tons per fm. We shall meet with the No. 3 lode at the distance of 6 ft. from this point, when we have every reason to believe we shall cut a good course of lead. All other parts of the mine are progressing satisfactorily."

From the Pontingh Silver-Lead Mines, the agent reports the discovery of a new lode in Bagher, from 2 to 8 ft. wide, producing stones of lead from 30 to 100 lbs. weight, not more than 3 feet below the surface. Some rich ore is being raised from the mine of Kour, and in Kour there are three levels, Nos. 3, 4, and 5, each opening ore ground, that will yield on an average 1 ton of silver-lead ore per fm. The lode in St. Dennis is 10 ft. wide, bespangled with ore throughout, and estimated to yield 1 ton of ore per fm. Three lodes have been intersected in Mioche, one of them 6 ft. wide, producing fine stones of lead ore, and of a most promising appearance. The erection of a new crushing-mill and other works at surface are progressing as fast as possible. During the month of November the produce of lead was 200 tons, which yielded 27,200 ozs. of silver, worth about 7400l., exclusive of the value of the lead. With such enormous returns a good dividend must be accumulating.

From the Wildberg Mines, in Rhenish Prussia, we learn, that all the anticipations of successful results are expected to be more than realized. Mr. Arthur Dean is now at the mines, and on his return full particulars will be published. The Nassau Mining Company has advertised for tenders for a sample lot of the rich grey copper ore, which has before been noticed. A second lot is said to be on the way to London. This company has made a recent acquisition on the Rhine of very extensive and valuable concessions of copper—the value of which will soon be quoted in the market.

The Lake Superior Mining Company, in consequence of the capital subscribed being inadequate to carry out the objects of the directors and promoters, has determined to wind up the affairs of the company, rather than subject the shareholders in any risk that might arise through unforeseen circumstances or insufficient funds. The deposits after deduction of 1s. per share for preliminary charges, will be returned—a course well worthy of imitation by other companies whose prospects may happen to be in a similar condition.

The directors of the West Granada (or Veragua) Gold and Silver Mining Company have issued a report to their shareholders, in which they state that it has been delayed since that of Dec. 7, 1852, from being unable to state with confidence the real prospects of the undertaking. Immediately after the above date Mr. James Eddy, who was highly recommended, was dispatched to the mine as chief superintendent; but many of the staff fell sick, and some died, when Mr. Eddy, either from apprehension of the climate, or other cause, stated that the ore was too poor to pay, and recommended an abandonment of the undertaking. The ore over six samples an fair specimens, in which no gold was visible, but which, on assay, by Mr. John Mitchell, produced on an average 17 dwts. 10 grs. per ton. Although this return was higher than the St. John del Rey, and other companies, it was not thought that these samples were fairly taken, and with the concurrence of the directors of the Santiago Company, Mr. Lionel Brough, a gentleman of much practical experience in gold mining, who was proceeding as chief superintendent, visited Fort Bowen on his way, inspected the company's property. He found a true mineral lode, 8 feet wide, which he traced 300 yards, and had no doubt, but that it extended the whole 1800 yards named in the contract. Three boxes of samples of vein-stuff, and three of surface ore, were forwarded to London, and the latter produced, at Berdan's assaying-works, the former 5 dwts. 7 grs., and the latter 1 oz. 12 dwts. 10 grs. 18 dwts. 20 grs., and 1 oz. 7 dwts. 7 grs. respectively—results corresponding sufficiently close to warrant the directors in concluding that the report on which the mines were purchased was substantially correct. Mr. Eddy has been displaced; a new staff has been sent out, and are highly pleased with the richness and prospects of the veins, and the directors have every confidence in the success of the undertaking, fully anticipating that by the general meeting in March next they will be able to lay before the shareholders a highly satisfactory statement of their affairs.

The Scottish Australasian Investment Company have just issued a prospectus, calling attention to the nature of the business transacted by them. The company, which has a paid-up capital of 100,000l., was established in Aberdeen in the year 1840, and commenced operations in Australia the following year, and from that time has always paid a handsome dividend to the shareholders. In consequence of the great increase of business, it was recently decided that the management should be transferred to London, and a board of directors have been appointed, including some of the first merchants in the City, who call attention to the fact that having experienced speculators in the head of an investment company, partaking in no degree of a speculative character, with a considerable paid-up capital, and a numerous and wealthy property resident in Britain, requiring to be represented in the Australian colonies, and also of persons resident in Australia requiring to be represented in Great Britain. The manager and sub-manager in Australia have filled their offices from the time of the formation of the company; and the general terms are 2 1/2 per cent. on purchasing or disposing of estates; 4 per cent. on collecting and remitting rents and ordinary debts; and 2 per cent. on dividends and proceeds of bills. The directors in London also grant letters of credit payable in the colony, affording to emigrants a convenient and safe mode of conveying money to Australia.

The Gold Mining Share Market has been very inactive; from day to day there have been a few trifling fluctuations, but on the whole the market is devoid of feature, being fairly supported in price, but very deficient in interest. It is reported that several companies are projected for the purpose of working gold in the United Kingdom, to which of late much attention has been drawn; it is well-known that deposits of that metal, especially in Devon and North Wales, exist in connection with the copper mines of those localities, but hitherto they have been unable to be worked, owing to the expensive modes of extraction; it is presumed, however, that the improved machinery lately introduced, more especially that known as Berdan's patent, will enable the projectors to obtain the precious metal at a remunerative profit. Under the present phase of the Australian and Californian adventures, it is supposed that the general public will be undisposed to subscribe to British adventures, until some positive returns are arrived at from those localities; the accurate results of the trials of some of the Poltmore and Agus Fria ones entered into on Monday last; but, involving as they do a tedious analysis, have not yet been published, and the report of Professor Ansted is looked forward to with great anxiety. Complaints are being daily uttered of the heartiness of the directors of the Australian and Californian adventures. Mr. James Beake, of Birmingham, a shareholder of the Lake Bathurst and Australian Freehold Companies, requests the co-operation of his brother shareholders to form a committee of investigation, for the purpose of requiring the directors of these companies to give some account of their stewardship. Mr. H. Guedalla, of King's Arms-yard, states that in nearly every case means were employed by the directors of the several companies "to rig the market," and justly complains that in many companies no meetings have been held or balance-sheets submitted of the accounts; and when it is considered several of these associations have been two years formed, it would appear that his remarks are perfectly justifiable. In fact, several of the companies on the Stock Exchange, according to his statement, are not a whit better than those on the non-official list; he mentions eight companies in which he has a stake, these are the Australian Consols, Australian Mutual, Golden Mountain of Mariposa, Australian Freehold, British Australasian Gold, Great Nugget Vein, West Granada, and New South Wales Gold; he further states, that information can as little be obtained in the following mines:—Lewis Hill Range, L'Aigle d'Or, Chartered Australian Land and Mining, Adelaide Land and Gold, Albion Gold, Ave Maria, Australian Cordillera, Lake Bathurst, and the London and Californian Gold Quartz-Crushing Company;—and he has convened a public meeting on Thursday next, at the London Tavern, in order to decide what steps should be pursued. Letters have been received from other parties, all in the same spirit, but our space will not allow us to make any comments upon them; after the meeting on Wednesday last, the *London Times* has arrived with 38,992 ounces of gold, of the value of 150,000l.; she made the voyage out and home in six months and eleven days, being detained 23 days at Melbourne. By the overland mail, we learn that the Executive Council at Adelaide has voted 500l. to the discoverer of the Kibunga diggings, as a stimulus to parties claiming the large reward of 1000l. offered to him who discovered a gold field which would return 10,000l. the first two months it was in operation. The arrivals of gold were increasing, the escort to Melbourne was bringing in from 8000 to 10,000 ozs. per week; at Ballarat only 5000 ounces in the short space of three days. The short space of three days, Sydney gold was steady at 78s. per ounce; the total shipments were 1,427,614 ozs., value about 5,710,688l. The transactions on the Stock Exchange will be found in the usual place. The non-official are—Australian Mutual, 1/2 to 3/4 dis.; Golden Mountain, 1/2 to 3/4 dis.; Garnett and Mosely, 1 to 1 1/2 prem.; Albion Gold, 1/2 to 3/4 dis.; London and Virginia Gold, 1/2 to 3/4 prem.; New South Wales Gold, 1/2 to 3/4 dis.; Chartered Australian Land and Mining, 1/2 to 3/4 dis.

In Miscellaneous Shares, the market has been heavy. On Monday, Australian Agricultural opened at 43 1/2, but receded on Wednesday to 40; and on Thursday experienced a further fall, and changed hands at 39, but rallied yesterday—business being done at 40 1/2 to 41 1/2. Peel River remained without alteration at 5 1/2; Crystal Palace were quoted as high as 7 1/2; but in consequence of an intimation that by payment of the remaining call the new shares will at once be taken up, the price was considerably weaker—business being done yesterday at 6 1/2. Scottish Australasian Investment, 2 1/2; British Land, 66; North British Australasian, 1 1/2; Van Diemen's Land, 1 1/2. In Bank shares, the closing prices were—Australasia, 83 to 85; Chartered Bank of Asia, 1 1/2 to 1 3/4 dis.; Chartered Bank of India, Australia, and China, 1/2 to 3/4 dis.; English, Scottish, and Australian Chartered, 1 1/2 to 3/4 dis.; London Chartered Bank of Australia, 1/2 to 1 prem.; London Joint-Stock Bank, 26 1/2 to 27; Oriental Bank Corporation, 48 to 50; Provincial of Ireland, 49 1/2; Royal Australasian Banking and Gold Importing Company, 1/2 dis. to par; Waterford, 25 1/2 to 26; Copper Miners' Company of England preference shares (25s. paid) have been done at 30.

In Iron and Coal Companies, during the week, business has been done at the following prices:—Rhymney Iron, 31 to 33; New lode, 9 to 10; Blacavon Iron and Coal, 11 to 13; British Iron, 9; Mount Carbon Coal, 1/2 to 3/4 dis.; Australasian Coal, 1/2 to 3/4 dis.; Rhenish Charcoal Iron and Steel, par to 1/2 prem.

Two hundred and twenty-eight 30l. shares in the Royal Santiago Copper Mining Company, forfeited for non-payment of calls, were sold, by auction, yesterday, for 1243l. 15s.—an average price of 57. 7s. 6d. per share.

From Russia, we learn that the mines belonging to the State have this year furnished to the Mint 1457 pounds and 28 pounds of gold, representing a value of 19,902,338 roubles (79,609,352l.), and 1367 pounds of silver (4,979,624l.), or in all 21,147,219 roubles (84,888,876l.).

The bar silver brought in by the *Soleat* from the West Indies sold at 5s. 1 1/2d. per oz. standard—being a decline of no less than 1/4d. per oz. from the price realized at the previous sale. This silver was taken partly for the Continent and partly for India. The decline is owing to the slackening of the Asiatic demand.

At the Waterford and Kilkenny Railway Company meeting, held at the London Tavern, on Wednesday (Mr. P. D. Hadow in the chair), the financial statement of authorised capital for the half-year ending 29th Sept. showed balance to be raised, 93,197l. 13s. 7d. The receipts for the half-year amounted to 596,539l. 2s. 1d., and the expenditure to 593,665l. 14s. 11d., leaving a balance of capital in favour of 2873l. 7s. 2d. The "revenue" account showed balance in favour of the company, 489l. 1s. 3d. The balance in hands of bankers is 2194l. 3s. 3d. The directors stated in their report that, although the receipts from revenue were smaller than were anticipated, the working expenses would bear a favourable comparison with those of any railway of equal length, and carrying the same amount of traffic. The chairman said the board had requested him to express their regret that the traffic had not equalled their expectations, and so long as there was a break in the line it could not be expected that passengers would be put to the inconvenience which that circumstance gave rise to. The present terminus at Kilkenny is the terminus of two miles. The Waterford and Kilkenny Railway Company is also engaged in a communication between Waterford, Liverpool, and Bristol, and the agricultural produce, which would have been taken to Waterford for shipment, had been drawn away to Dublin, and until there was a more complete communication between Waterford and Kilkenny they could not expect any improvement in their affairs. The goods traffic was increasing gradually, but the passengers, for the reasons he had stated, were not so numerous as they had been. Another circumstance which operated against the company was their having only a single line. The London expenses had been considerably reduced, but the directors could not hope to influence the people of Kilkenny unless it could be shown that they could give them superior advantages at Waterford to those which they now met with at Dublin. After an animated discussion, Mr. Dowling, who stated that he had 10,000l. invested in the company, expressed himself dissatisfied with the statement of accounts. The report was ultimately adopted, and the accounts passed.

At the Submarine Telegraph Company meeting, at the London Tavern, on Wednesday, the chairman, Lord De Mauley, stated the object for which the meeting had assembled was to simplify the business of the company by fixing a day for the transaction of its affairs, in conjunction with those of the European and American Electric Printing Telegraph Company, the interests of both associations being identical. The first resolution which the directors had to submit was, that the times for holding the ordinary meetings of shareholders, which, under the 11th section of the Act of 1864, were fixed to be held in the months of June and August in every year. The next resolution was, that the periods of balancing the books be altered from the last day of October and last day of April, to the last day of December and last day of June. These resolutions having been unanimously carried, a vote of thanks was passed to the chairman and directors for the manner in which they have promoted the interests of the company. The chairman congratulated the shareholders on the satisfactory position of the affairs of the company, of whose success there could not be a doubt. The meeting then terminated.

The Matanzas and Sabanailla Railway Company have announced that the half-yearly dividend, of 10 per cent., on the 15th inst., will be payable in London on that day, and on succeeding one. The coupons are to be left two clear days previously for examination.

At a meeting of the directors of the Australian Mint Association, yesterday, it being deemed inexpedient to proceed further with the undertaking, it was resolved to return the deposits, less a small deduction for expenses.

The Ceylon Land Company meeting convened for yesterday, did not take place. The solicitor, before the hour fixed for commencing, locked and sealed the doors and took away the keys.

The Mount Alexander Gold Mining Company have received some splendid specimens of gold quartz, which can be seen at their offices.

Under the heading of "Highly important concerning Central America," the *New York Herald* contains a statement from its Washington correspondent relative to an alleged discovery of extensive coal mines in the Mosquito territory. As there are British claims of some amount connected with the territory in question, we make the subjoined extract:—

"I am informed upon respectable authority, that very valuable mines of bituminous coal have been discovered in the dominions of the Mosquito King—that equally rich mines have been discovered on the Pacific side in the same latitudes—that an American gentleman residing at Greytown has secured a grant of land from the Mosquito King, and the state of Nicaragua, some 50 miles wide, and running 150 miles into the interior, embracing the said coal mines, and that he has entered into an arrangement with a company in New York, for the settlement of this tract by Americans, with a view to the working of these mines, for supplying the California and Gulf steamers with coal. I am further advised that a member of this American company, holding a distinguished position in our Government, has consulted Mr. Cramp-ton in reference to the settlement proposed, which it is designed to extend to the mines on the Pacific side, and that he, on behalf of the British Government, has signified that the work may go on—that the British Government can have no objection to the proposed American Colony. I am assured that there is no mistake concerning this business—none in relation to the said coal mines, that they are rich, and that they have been sufficiently explored to justify the organization of a company with a capital to begin with of a million of money. If this should turn out to be the case, it will give a tremendous impetus to the inter-oceanic enterprises across all the isthmus passages of Central America and Mexico."

FURTHER DISCOVERY OF GOLD IN ENGLAND.—AND CONFIRMATION OF THE PRACTICAL VALUE OF MR. CALVERT'S THEORY AS TO THE DEPOSITION OF THAT METAL.—A few weeks ago we recorded the fact, that Mr. Calvert had discovered gold in the granite of Roche Hill, in Castle Dinas sett. We now understand that he advised the adventurers to test certain of the lodes in the mine, as there was a probability of their containing gold in sufficient quantity to pay for working. One of the lodes, called Dinas Corner, he considered as most promising; of this lode, 42 lbs. were operated upon by Mr. Berdan's machine on Wednesday last, and 20 grains of gold were obtained to the value of 20s. 4 dwts. 10 grs. It appears that the gold was brought to a large extent, and very cheaply. If the produce in working be as above stated, or anything like it, a very simple calculation would show amazing results in the way of profit to the fortunate shareholders.

BLACK TIN.

Sold on the 18th November.

Mines.	Tons.	c. q. lbs.	Price.	Amount.	Purchasers.
Wheal Enys	1	6	17	£74 12 6	£ 98 3 6 —
ditto	0	11	3	68 2 6	38 16 11 —
ditto	0	7	3	49 0 0	18 9 8 —

Sold at Calenick, on the 24th Nov.

Great Polgoth	10	0	3	25	£72 0 0	£182 10 0—Enthoven.
Wheal Trevelyan	4	0	9	23	0 0	—Boltho.
ditto	0	18	2	26	53 10 0	—ditto

Sold on the 26th November.

Union	2	12	0	13	£72 0 0	£182 10 0—Enthoven.
ditto	0	3	0	9	20 0 0	3 3 4—ditto

Sold on the 3d November and 1st December.

Boscan	8	11	0	26	£70 10 0	£ 654 19 0—Boltho & Co.
ditto	0	6	1	24	72 0 0	23 5 6—ditto
ditto	10	4	2	8	75 10 0	773 5 1—Daubus.
ditto	0	8	0	6	69 10 0	27 19 8—ditto
ditto	0	2	3	10	69 10 0	9 17 1—ditto

Sold on the 1st December.

Hayter Consols	3	9	3	14	£67 7 6	£185 0 2—Union Company.
ditto	0	8	1	10	36 0 0	14 19 7—ditto

Sold on the Mine.

Phoenix	8	0	0	0	£88 5 0	£ 546 0 6—Daubus, &c.
ditto	1	10	0	0	40 0 0	60 0 6—Enthoven.
East Kitt Hill	1	5	0	0	48 0 0	60 0 6—Calenick Co.
Charlestown	3	0	0	0	67 10 0	84 7 6—ditto
ditto	0	5	0	0	59 0 0	14 15 0—Daubus.

LEAD ORES.

TICKETINGS FOR ABOUT 100 TONS OF NEWTONARDS LEAD ORE.

Walker, Parker, and Co. (purchasers)	£15 8 0
John P. Eytton	15 1 0
Panther Smelting Company	15 1 0
Newton, Keates, and Co.	14 11 0
J. P. Cookson and Co.	14 10 6
Sims, Williams, Nevill, and Co.	14 5 0
John Bibby, Sons, and Co.	14 4 6
Locke, Blackett, & Co.	13 10 0
Pontifex and Wood	12 17 0

TICKETINGS FOR ABOUT 50 TONS OF FOXDALE LEAD ORE.

Newton, Keates, and Co. (purchasers)	£20 16 6
Walker, Parker, and Co.	20 15 6
John Bibby, Sons, and Co.	20 1 0
J. P. Eytton	20 0 0
Panther Smelting Company	20 0 0
Sims, Williams, Nevill, and Co.	19 19 0
W. J. Cookson and Co.	19 7 6
T. Somers	19 0 0
Mather and Co.	18 18 0
Pontifex and Wood	18 18 0
Locke, Blackett, & Co.	17 2 6

Sold at Aberystwith on the 28th November.

Mines.	Tons.	Price per ton.	Purchasers.
Court Grange—Pen-y-coed	13	£17 1 0	Sims, Williams, & Co.
Lletty-eyan-ben	13	13 4 6	ditto

Sold at Baginall on the 24th November.

Strangford	20	£14 17 6	J. P. Eytton.
Rhos-ydol	20	14 18 0	ditto
Dyffryn	16	14 16 6	Walker, Parker, & Co.

Sold on the 28th November.

Trewatha	26	£32 12 6	J. H. Meredith.
ditto	5	18 0 0	Pontifex and Wood.

COPPER ORES.

Sampled November 16, and sold at Andrew's Hotel, Redruth, December 1.

Mines.	Tons.	Price.	Mines.	Tons.	Price.
Wheal Seton	84	£7 11 0	North Pool	22	£3 2 6
ditto	77	3 7 6	ditto	20	5 14 6
ditto	60	12 5 0	East Pool	67	3 4 0
ditto	54	3 4 6	ditto	66	7 13 0
ditto	52	16 7 6	ditto	63	4 16 0
ditto	40	11 1 6	ditto	51	3 6 6
ditto	13	4 16 6	ditto	45	4 9 6
Pendarves	105	5 13 6	ditto	27	6 6 6
ditto	100	6 1 6	Condarrow	64	6 6 6
ditto	87	5 12 6	ditto	49	6 6 6
ditto	82	12 19 6	ditto	48	11 16 0
ditto	61	5 15 6	ditto	28	1 12 6
ditto	53	5 12 6	ditto	26	6 13 6
ditto	51	12 11 0	East Wheal Crofty	69	4 7 6
ditto	50	6 11 6	ditto	46	5 10 6
ditto	38	3 5 0	ditto	39	5 6 6
ditto	35	7 1 6	ditto	37	2 10 0
Wheal Bassett	100	14 17 6	ditto	24	10 9 0
ditto	87	5 8 6	ditto	12	0 15 6
ditto	87	7 3 0	Longstone, Duddance	21	8 16 6

Notices to Correspondents.

LONDON AND CALIFORNIAN GOLD QUARTZ CRUSHING COMPANY.—Sir: I observe in the Notices to Correspondents, in your last Number, an enquiry relative to the London and Californian Gold Quartz Crushing Company, in which my name is referred to. I beg to state, that although I allowed my name to appear as one of the original directors of this company, I resigned that office, with the consent of the other directors, when I found that the amount of money subscribed was insufficient to carry on the business of the company. I have not, therefore, been connected with the company in any way during the whole period of its existence, since the determination to proceed with inadequate means. I believe that no company has been projected whose plan was safer or sounder, and with fit resources and proper management it could not have failed of success; but I never have, and never will, continue to be connected with any company, however well intentioned or promising, where the capital is not such as to carry out the objects intended. Your correspondent, and others who invest in new undertakings, would do well to satisfy themselves early as to the pecuniary means obtained from the public, and may rest assured, that if those are too small they had better sit down quietly with a small loss than run the risk of total failure.—D. T. ANSTED: 17, Manchester-street, Manchester-square, Nov. 29.

THE WICKLOW COPPER DISTRICT.—Sir: I should feel obliged if any of your readers would give me some information as to the character of the stratum in which the productive copper mines of Wicklow and Berchaven are situated, as well as the general nature of the matrix, &c., of the lodes. So far as I know and remember, clay-slate is the stratum in each case; whether there is any granite near these mines is not known to me. It is a matter of interest to ascertain if sandstone, with sandstone slate stratum, is congenial for copper. There the Glandore district, of this nature, and which continues some great distance east, contains strong traces of copper in the alluvial soil. If the informant would also speak with confidence as to a spring of water containing no copper, and in the pools formed from which vegetation flourishes, being proof that it cannot come from a lode containing any quantity of copper, it will interest me much to learn it. Good authority tells me that the most productive mines in Cornwall have very pure water even at deep levels; whilst another authority professes to decide the existence or not of a copper mine from coppery or pure water. The sandstone slate of Glandore district approaches very near in nature the clay-slate; and I am told there is clay-slate in Glandore. It is an interesting problem, and worthy of a clear solution, where such a quantity of copper in bogs can come from, except a lode, or some more definite source than yet decided on.—A. S. K.: Bristol, Nov. 28.

PURSE'S PRIVILEGES.—Sir: Is it customary on the formation of a mining company for the paid pursuer to charge a commission, or brokerage, on the shares issued? and, if so, the amount usually charged: the shares for which I enquire are 14 each. I shall be obliged if some of your correspondents, who have experience in such matters, will give me any information on the subject.—A. SUBSCRIBER: Nov. 28.

MINE SHARE DEALING.—Sir: In your "Notices to Correspondents," last week, there is an excellent suggestion under the head of "Mine Share Dealing,"—namely, that "a penny receipt stamp should be affixed to each transfer of mining shares, and that the purchase money should be stated in the transfer." But, unfortunately, it is impracticable, since the insertion of any "consideration" would bring the transfer under the operation of the Joint-Stock Act, which, as you are aware, imposes a stamp of 2s. 6d. upwards, from which cost-book transfers are wholly free. If the Government were to reduce the stamp duty to 6d. on all transfers of shares, they would receive possibly a larger revenue than under the present system of a heavy tax or none at all; and then I quite agree with your correspondent that mining business would make a great stride towards being placed on a more satisfactory basis as to commissions charged by brokers and dealers.—A. BROKER: Dec. 1.

A Shareholder in Bodmin Wheal Mary.—You remitted the amount of his allotment of proposed new shares, is desirous of knowing what steps (if any) have been taken in disposing of the mine, for settlement of his and other claims on the said mine?

A Subscriber.—Under the feudal laws, the rights over all "metals and treasure ores" were vested in the sovereign and lord of the soil, and numerous were the difficulties which mining had to contend with in its infancy, oppressed as it was by the mercenary grasp of the higher powers. As the age became more enlightened these claims were withdrawn, and British mining, allowed to exercise its industry free and untrammelled, has at length become one of the most gigantic and fertile sources of investment with which this country is acquainted.

A Shareholder. (Dalston).—It is informed that the stone of lead ore taken from the Hope Valley Mine can be seen at Mr. Stainery's office, Salvador House. It is considered one of the finest specimens ever brought to London, weighing upwards of 4 cwt., and of the estimated value of 14s. per ton.

COMPRESSED-AIR ENGINE.—"M." (Leeds).—The only compressed-air locomotive engine brought before the public in England, that we are aware of, was that patented by Mr. Arthur Parsony in 1845, and for the carrying out of which a company was formed, but which eventually was dissolved, and its affairs wound up, in 1849 or 1850. M. Andraud, and other engineers in France, have patented various plans; but none have yet proved commercially successful. Parsony's engine consisted of a pair of cylinders and pistons, acting on the cranks of the driving-wheels of the carriage, which itself had four other supporting wheels, with some elaborate calculations, having a receiver between, attached to which was a self-acting regulator. This consisted of a small cylinder and piston, let into the top of the receiver in contact with a nicely regulated valve in the pipe, conducting to the high pressure air. Attached to the piston rod was a spiral spring coiled round it, and acted on by a screw outside, in such manner that the person in charge could, let the pressure in the receiver be ever so great, regulate the charge to the working cylinders to any force required. A full description will be found in the *Mining Journal* of 18th August, 1845, and a diagram of the engine, with some elaborate calculations, in that of 21st February, 1846. We are not aware of Mr. Parsony's present address, but certainly there is no established manufactory for the engines. The latest experiments were made on the Eastern Counties Railway.

W. G. (Paulton).—The Bodmin United Mines are situated in the parish of Lanivet, Cornwall, about two miles from Bodmin. The sett is bounded on the west by Wheal Messer, and on the south by Trevel.

C. (Northampton).—The prices of shares advertised in the *Journal* do not always form a criterion of their real value: for instance, we happen to be just informed of a case in point; some shares were applied for, when the reply was—"They are just gone, but I will endeavour to get some—how high will you go, if I can succeed." In other cases, forced sales are effected, for an emergency, and any terms agreed to. We regret we are unable to report satisfactory progress in the establishment of a Mining Exchange.

A Coal-owner (New York).—Apply, through your agent, to Mr. John Weale, bookseller, Holborn, London, for a list of his works; and also obtain Dunn's *Winning and Working of Collieries*; Rodkey's *Practical Treatise on the Working of Collieries*; Thompson's *Inventions and Practice of a Colliery Engineer*; R. C. Taylor on Coal; Mather's *Coal Mines—Their Danger and Means of Safety*; and Scrivenor's *History of the Coal Trade*.

J. W. B. (Newport).—The Great Duchy Silver-Lead Mine is divided into 10,000 shares; it was never known by the name of Wheal Griffin, or worked by any other company under that name.

B. W. (Newport).—Cunningham and Carter's pneumatic railway was first brought before the public in the year 1845, and our first fully descriptive notice appeared in the *Mining Journal* of the 18th of September, 1847, with many subsequent details of its progress, and the exhibition of the model, up to last year. This model, 140 feet long, was shown in operation at the Great Exhibition, and is still, we believe, exhibited occasionally at Ingram's furniture warehouse, in the City-road. The principle consists in exhausting a tube, laid in the centre of the rails, of air; at every 300 feet (in working practice) are placed a pair of simple high-pressure engines, worked by the rush of the atmosphere into the vacuum. These set in operation on a pair of horizontal wheels, which grip on to traction rails, attached to the carriages, and thus propel the train. There are many advantages inherent in the principle—perfect safety, impossibility of collisions, the most complete power over the movements of the train by a driver, and even by any attendant at a station; capabilities of backing, stopping, starting, and increasing and diminishing speed, quite unattainable by locomotives. The principle has been more than once the subject of testing the invention in full size working, but unfortunately misunderstanding took place, and the interests of the patentees were lost sight of. We shall not fail to notice the earliest measures likely to bring the principle into operation.

J. R. (Dublin).—According to the last advice received by the Grand Duchy of Baden Mining Company, an important discovery had been made in the rise east in the back of Wilhelm's level. They had 99,036 cwt. of ore in a rough state of grade, equal to 3334 cwt. of dressed ore, and 290 cwt. of ore ready for smelting, worth together 3621s. During the month of October they raised 17,826 cwt. of rough ore, equal to 36 tons of dressed ore. We cannot inform our correspondent when a meeting will be held, or when a dividend may be expected.

PERCIVAL CONNOLLY MINE.—"J. H. A." (Sheffield) will find that the alteration has been made. Our correspondent states that he is "one of those who like to see a share List carried out with as much accuracy as practicable." We entirely concur with his views, and thank him for his co-operation.

ST. JOHN DEL REY MINING ASSOCIATION.—Sir: I have been disappointed that this company has not declared a larger dividend than 2s. per share for the last half-year, as advertised in your *Journal*, considering their receipts for that period. Perhaps you may be able to account for it; although it is a large dividend, the company are in such a prosperous condition I was in hopes it would have been more. I think that such a respectable company should have three meetings in the year instead of one, and I hope the shareholders at the next annual meeting, in June, may be able to establish two meetings, like the Imperial Brazilian Company. I am glad to find it not improbable that the Imperial Brazilian Company, from their improved condition, will, before long, be able to pay a dividend.—A. SHAREHOLDER IN BOTH COMPANIES: Banagher, Nov. 28.

H. H. (Edinburgh).—We cannot open our columns to letters on religious opinions. We merely inserted a communication drawing attention to the extraordinary gift of Mr. Samuel Wilkes to the Wesleyan cause; but surely we cannot be expected to publish a long dissertation on the alleged errors or delusions on which that sect is founded. The promised contribution stands on record, and those interested must await its fulfillment. Whether the object be a worthy one is not a question for us to discuss; but that the intention is so, we have a right to assume.

LONDON AND CALIFORNIAN GOLD QUARTZ CRUSHING COMPANY.—Sir: Concluding your correspondent "Vigilant," who writes under date London, the 22d inst., I can appreciate his chagrin when acquainted that the name on which he built was withdrawn from this company. Each shareholder should enter into the matter with the same zeal he would and does his own mercantile partner. Lack of this zeal must, of course, leave the directors under a false impression that shareholders are indifferent of the result when they embark in these undertakings. John Bull's impulses, if not derived from sheer inanity, are certainly near akin to it; how otherwise will you reconcile his furious tossing a neighbour creditor, however slightly indebted to him, with his lamb-like kissing the hands of those, not about to shed his blood, but what "John" dreams infinitely more, to squander his money? Perhaps "Vigilant" is not aware that this company was communicated to the shareholders by advertisement, in Jan. or Feb. last, that they were then forwarding machinery from Cornwall to their mine in California. Equally interested with "Vigilant," I waited upon Mr. Acheson, one of the directors, in June last, who then acquainted me that they would soon call a general meeting of the shareholders. He also said, had he a few thousands to spare he should not hesitate to purchase these shares, as he considered this a good investment. About a half-year has, however, elapsed away, and no communication been made. A mining captain has, however, returned from the mine, and described the concern as abandoned; but this man's testimony respecting whether mine there not having been borne out, he is most likely a Sir Robert Shaw, not worthy attention.—York: Nov. 29.

COLLIERY WORKINGS.—Sir: I should feel obliged if any of your correspondents would answer the following question:—The level of a mine being bound by the lease to continue the lowest draining or adit level from A to B, and that with as little loss of level as possible, and as soon as the level from A to B has been completed his obligation to drive ceases. But he resumes the level at B at his own pleasure, and continues it to C; but instead of driving between B and C with as little loss of level as possible, he drives it with a very great and improper rise, so much so that in the course of a few years the level would be of little practical value. Now, the lease not being bound by lease to drive beyond B, he still has the power to do so. Is there any common or mining law whereby the landlord could, in the absence of any stipulation to that effect in the lease, stop forward and say that such a proceeding as driving the level between B and C with an unreasonable rise was decidedly improper and illegal? Or, is there any precedent in such a case as the above that would give any light upon the subject?—A. CONSTANT READER: North Britain, Nov. 30.

SIR: I should feel much obliged by some correspondent informing me, by statistics or otherwise, what is the quantity of copper or lead ore forwarded annually by the Sardinian States (the Island of Sardinia especially) to the town of Swansea. Also, at what price the manufacturers of that locality purchase the copper and lead ores, with the intention of working them out.—S. LONDON, Dec. 2.

MINE SHARE DEALING.—Sir: Having frequently perused your valuable *Journal* for the most authentic mining intelligence, I must beg to call your attention to an advertisement contained in your paper of last Saturday. It is the list of mining shares for sale by Mr. Fox, of City, of which I was offered 30 shares of the Great Britain and Cornwall Mining Company, immediately went to his office and offered to purchase them, when I was met with the extraordinary statement that a figure of 2 had been omitted in your paper, and that the price was really 23s. 6d. per share. Now, if you will refer to Mr. Fox's manuscript, you will be able to ascertain whether it was your omission or not.—F. C. C.: London, Nov. 30.—[The error must have been in writing out the advertisement, as, on reference to the copy, we find it distinctly marked as printed.]

EAGLEBROOK MINE.—"E. W." (Southampton) is thanked for the information, of which we have now availed ourselves.

BERDAN'S GOLD MACHINE—EXPERIMENTS.—Sir: Professor Ansted has written to the *Daily News*, complaining of inaccuracy in a statement forwarded to that journal by Mr. Graves, respecting the application of Mr. Berdan's machine to California quartz. Berdan's gold machine, the invention of the Society of Arts. As I was present during the trials, and saw Mr. Berdan subsequently, I can bear evidence of the fact that the names and figures stated by Mr. Graves were precisely those which were understood at the works, and which Mr. Berdan himself asserted. If there are errors, why does not the learned professor correct them? It surely does not require an entire week to certify on a point so simple. Perhaps, however, it is considered dignified to be slow; and, like most official communications, the report of the committee to the Society of Arts will be old news to the public.—A. MINER: Dec. 2.

"W. G."—The Ardennes (of Belgium) Mining Company appear at present to be doing very little, although we believe they are working the mines.

AUSTRALIAN AGRICULTURAL COMPANY.—Sir: As it now appears your Edinburgh correspondent was right as to the price of coals at Melbourne, the Peninsular and Oriental Company having paid 17s. per ton for theirs, I shall be obliged to your correspondent to inform us what explanation he obtained from the secretary as to how it was our company's agents only obtained the very low price of 15s. 9d. per ton. I think it requires no great penetration to perceive that, unless the shareholders take a more lively interest in their own affairs, this company will drag its slow length along as unprofitably the next quarter of a century as it has done the last.—A. SHAREHOLDER: Piccadilly, Dec. 1.

CURRIE UNITED MINES.—Referring to the Notice under this heading, in last week's *Journal*, subsequent explanations have undeceived us; and we find that shares had been dealt in even at so low a price as 7s. 6d. each.

BLAST-FURNACES.—Sir: I should feel obliged by obtaining the following information from one of your correspondents practically acquainted with blast-furnaces:—Why do not blast-furnaces make more iron in summer than in winter? and why do furnaces on raw coal work with less regularity, and scum more, than those on coke? and the greatest amount of blast used at the Monmouthshire furnaces.—FORWARD: Merthyr, Dec. 1.

POWELL AND EAST CHINESE MINE.—Sir: If your correspondent, who signs "One Iron," and dates from St. Blazey, will write to me, I shall be most happy to answer his enquiries; or I should be glad of a personal interview on the mine.—JOHN LYLE: Nov. 28.

A Cornishman (Penzance).—Under the Cost-book System a proper transfer of shares, on which all calls have been paid, certainly exonerates the seller from further liabilities. Under peculiar circumstances, in other species of partnership, original holders of shares have been held liable for calls, even after they have sold their shares, and considered themselves fairly out of the concern.

THE TREBUCKET MINE DISTRICT.—"A Miner," of St. Teath, in referring to the communication from Mr. Thomas Julian on the mines in that district, which appeared in the *Mining Journal* of 29th Oct. last, is desirous to learn whether it is really Mr. Julian's opinion that the Old Trebuckett lode runs through the Trebuckett United sett. To us there appears no doubt on the subject, as he distinctly states "the Trebuckett United has a continuation of the Old Trebuckett lode through the length of the sett." Our correspondent also wishes to know in what coloured strata the lode made the best bunches of lead ore in the old mine, and at what depth the strata changed colour? How long Trebuckett United has been under the management of Messrs. Julian and Vening? Whether any lead ore has yet been sold; how much, or when is the first sampling likely to take place? The impression of the writer is that there are several mines in the district which will prove remunerative to the shareholders long before the Trebuckett United. He says at the Trebuckett Convoles there is more ore broken than has ever seen at the former mine since he has known it, and that its real worth will be shortly discovered.

THE MINING JOURNAL.

Railway and Commercial Gazette.

LONDON, DECEMBER 3, 1853.

The great empire which England has erected and established in the East is the envy of every other nation of the earth, and will be the source of wonder to succeeding ages. It is a subject of general surprise that these vast dominions were subdued, not by the collective energies of the British nation, but by the intelligence, activity, and enterprise of a trading company of commercial men, who, having originally secured an exclusive mercantile charter from the Crown, with the privilege of protecting the properties they acquired by arms, actually became the sovereigns of mighty kingdoms, while they continued to be the directors of petty factories. The acquisition of fresh territories being still permitted and pursued, the country grew beyond the grasp of monopoly, and the increasing spirit of the age is daily tending to liberalise the system of Indian government, and to throw open to the trade and population of the mother country new sources of national wealth. The last session of Parliament was devoted to legislation designed to render the constitution of India, and the administration of Indian affairs, both in this country and its own presidencies, more popular; and it is no idle speculation to anticipate that the result must speedily be the still further development of the vast resources of the extensive territories which now comprise the dominions of British India. It is to India that the chief enterprise of British civilisation and commerce should be directed; to no object could it be more beneficially devoted than to her mines, yet none appears to have attracted less attention or enquiry, to have been less investigated, or to be so little understood. This neglect may, perhaps, be partially attributed to its remoteness, partially to its extent, partially to its military occupation, and in some degree to the immense wealth which it has supplied from other and easier sources.

The Madras presidency has been long remarkable for its iron ore: the ores of iron in most general use are the specular ore, or iron glass, the magnetic iron ore, and many varieties of clay ironstone and hematite, all very rich in iron. There are other kinds and qualities eminently suited for use in various branches of industry, which only require to be brought forward to be valued in the highest degree. In most districts it is accompanied by lime; but the natives principally work it by means of charcoal, and as small wood is scarce, except in the neighbourhood of the great jungles, a large quantity of the ore is generally allowed to go waste and lost. It is highly probable that, if scientific enquiries were extended, and proper exertions used, coal would be found in abundance in the localities where the blackband iron abounds. The native methods of smelting and otherwise preparing iron for the market are necessarily imperfect, attributable mainly to the limited size of the furnaces in use, and to the defective methods of keeping up the blast heat by the mere exercise of manual labour. We are aware that the English iron, although less durable, is considered more malleable, and that the Indian iron is often found brittle; but it is difficult to conceive how it could well be otherwise, when we remember that it is manufactured by the natives, generally by means of the very limited blast which small shecpain hand-bellows afford; and that in consequence of the great length of time wasted in getting up the proper degree of heat, the iron is often partially burnt, from the repeated exposure to a dull red heat. The Indian steel, or wootz, has been long distinguished for its hardness and durability, and the present improved method of manufacturing steel now in use in this country has been in a great measure introduced into England from Hindoostan. The long and justly celebrated Damascus blades are said to have been manufactured from steel made in India, and quantities of it prepared by native artificers are to this day carried overland from the British possessions into Persia and other countries further west.

The coal beds of India are said to be extensive, and to lie near the surface. Calcutta is supplied by the route of the Ganges, but many fields in which indications of coal have been observed yet remain to be explored, and their development must be necessarily followed by an extended production and manufacture of iron. In the Burdwan coal district of the

Bengal presidency, coal not 100 feet beneath the surface, and varying from 9 feet to 11 feet in thickness, is said to be abundant.

Mr. WILLIAMS, the mining geologist, was employed by the Bengal Government to survey that district, and he is stated to have reported the deposit of coal to be equal in quality to the best found in the coal basins of England. If the existence of coal of this description has thus been ascertained in a particular locality, it may be fairly assumed that further and more searching enquiries will lead to more extensive discoveries, and ultimately repay the trouble and expense of the most perfect investigations. Although it is generally acknowledged that superior qualities of iron and steel can be produced by charcoal fuel, being the fuel principally employed by the natives to meet their very limited demand for domestic and local purposes, it must be obvious that coal would prove a great auxiliary in order to enable the iron trade to attain a position of national importance. There is every reason to anticipate with confidence, that if the machinery and appliances adopted in Great Britain were introduced by large capitalists or companies into the several presidencies, and even into the new territories recently attached by right of conquest to British India, and due economy adopted in the selection, purchase, and management of them, the finest iron could be produced, in any quantity required, and supplied at remarkably low prices.

New markets are daily opening in the interior of India; the railways in progress of formation, and the still more extensive ones projected, must in themselves absorb a vast supply: as civilisation extends, railways must extend with it, and the demand is likely to be progressive. Our Australian possessions are destined to become great consumers; and the mind which calmly contemplates the marvellous expansion of those colonies within the brief space of five years, will find it difficult to define the limits of their future requirements. The political and religious revolution which the Chinese empire has entered upon, and is likely to undergo, will, perhaps, unfold new avenues to Indian enterprise and trade; and it is impossible to speculate upon the vast consequences which the American expedition may produce upon the jealous but wealthy inhabitants of Japan. The geographical position of British India, its extensive sea-coasts, and its proximity to these vast countries opening upon us, are sufficient in this enlightened age to awaken in the British people the same spirit of enterprise which in earlier times, under far different circumstances, and with much less encouraging prospects, led British merchants to lay the foundation of our mighty empire in the East. We are, at the same time, reminded that the demand for iron in the United States of America, and in the great countries of the European continent, is daily increasing, and that the price of British iron is rising in the home market, and the supply likely to prove insufficient to meet all the purposes for which it is, or may be, required. When we are further assured that the wages of unskilled native labour in India vary from 1½d. to 3d. per day, and that artisan labour is low in proportion; that vessels returning to England laden with cotton and other light cargoes bring iron at nominal freights; it is far from a wild or unreasonable speculation to anticipate that the mother country will readily absorb any surplus iron produced in her Asiatic dependencies, and pay remunerating prices.

The EAST INDIAN IRON COMPANY has assumed the leadership, in the spirited operations which they have commenced on the Coromandel and Malabar coast. The districts which they have secured yield ore and fuel to an extent that, for all practical purposes, may be termed inexhaustible; the accessibility and quality of which afford the means of making the finest iron. The extensive tracts of mines and forests, of which they have obtained grants, produce abundance of the purest and richest ore, and the company has two sets of works in full employment. Both appear to be favourably situated on the coast, at the mouths of navigable rivers; and the probable terminus of the Madras Railway, on the Malabar coast, will be in the immediate vicinity of one of the company's works.

The markets of India and China will take off almost any quantity of steel and tin-plates which the company can manufacture, and there is room for further extension of their works to supply Indian iron in the English market, as a substitute for Swedish and Russian, for conversion into steel, and as best iron, for the manufacture of engines, boiler-plates, &c. We may fairly hope to see this company, and others formed for similar purposes, extending their operations into the other presidencies, and remote districts lately annexed to our empire. There is an ample field for many such establishments, without risk of their interests conflicting, in territories the superficial area of which exceeds that of all Europe. When we reflect that railways will, in all probability, be hereafter extensively laid down not only through the East Indian possessions of Great Britain, but also in other parts of the eastern hemisphere, that the freights from England must necessarily be high, while the home demand for iron is likely to be daily increased by the requirements and more liberal policy of continental states, the speculative mind can scarcely contemplate a more certain source of wealth than the manufacture of native iron into rails for Oriental use.

The interests of India and England are identical; so intimate is their connection, so closely bound together their commercial relations, so vast the flow of wealth from thence into this country, so noble and extensive the field which it opens, daily expanding to the aspirations and enterprise of our youth. India is an integral part of the British empire: NAROLLEN believed that in aiming at India he stabbed the heart of England, and it is, perhaps, to British India that the strides of Russian aggression are destined ultimately to bend its steps. By turning our attention, by investing our capital and devoting our enterprise, to the extension and advance of British interests in India, we create a counterpoise to the growing greatness and jealous rivalry of the transatlantic states of America; and we must never forget that in her extensive territory and vast population, India presents every variety of climate, soil, product, and capacity of production, fitted to increase the enjoyments of man, and to enlarge and enrich the commerce of the world.

Having long advocated a Government Inspection of Mines, it gives us great pleasure to recognise its utility not only in introducing a better system of managing and working mines, but also in promoting objects which ultimately cannot fail to have a beneficial tendency in promoting the health and safety of the colliers. Among the means which will obviously lessen the number of fatal accidents, we have frequently pointed out the necessity there is for the introduction, among our mining population, of some well-digested and permanent system of education, not only for the young, but for the adults also. Should the teaching be confined to children, the benefits to be derived from it would be prospective only, whereas we need an immediate remedy for an existing and grievous evil, as well as a provision for the future. It is notorious to every one conversant with the colliery managers, or overmen, in the eastern districts, that they rarely possess that amount of intelligence and information which is absolutely requisite for the proper discharge of their very important and onerous duties; and it consists, with our knowledge, that in many instances men were employed in those responsible offices who were unable either to write or read. Reprehensible as this practice is, seeing there is no legal remedy for it, it behoves us to do what is possible and within our reach to ameliorate and lessen its evil consequences, by promoting the instruction of the adults. But to be successful, it will be found necessary not to admit the common colliers into the same school or class as the overmen; for although the latter generally evince an earnest desire for instruction, they entertain a natural and invincible repugnance to receive it in the same school or class with the men over whom they are placed in authority in the mines. Many attempts to instruct the overmen have failed from this cause; therefore, in any system which has this object in view, provision should be made to obviate this difficulty. Fully aware of this circumstance, in his recent lecture, at Aberdeen, Mr. H. F. MACKWORTH, the Government Inspector of the district, solicited the attendance of the owners, managers, and overmen of the adjacent collieries only, and the consequence was the full accomplishment of his object, in having a large and attentive auditory. The lecture was strictly elementary, and treated in plain and perspicuous language on the nature of the several gases found in mines, the uses and properties of atmospheric air, and on ventilation. The meeting so highly appreciated the lecture, that it was unanimously resolved to print it.

After the lecture, Mr. MACKWORTH entered freely into familiar conversation with the men on the subjects he had treated on, and imparted much valuable information in this way. He strongly recommended the audience to meet once a week, to read and discuss subjects in connection with their pursuits, promising his attendance whenever his duties elsewhere permitted to do so. This excellent proposition was cordially accepted and agreed to by the meeting. We know not to what extent lecturing has been practised in other districts by the Government Inspector, but it is evident, from this instance, that great good must result from it, and we strongly recommend Mr. MACKWORTH's example as being worthy

of imitation by his colleagues in office. Nor has Mr. Mackworth confined his efforts to promote education to one locality, or to adults only. At a late meeting of the town council of Swansea, he submitted a proposition for establishing a Mine and Trade School in that town for the surrounding district, in which the miner or artisan is to be instructed in those sciences applicable to his pursuits, on low terms—the pupils to be eligible after having received the ordinary instruction given in the schools open to the children of the labouring classes, whilst evening schools are proposed for adults. It is understood that Government assistance will be given in the first instance, but it was stated that it is very desirable that the institution should, in the course of two or three years, be able to sustain itself. The scheme was taken up warmly by the worthy mayor and some other members of the corporation, and a committee of the town council was appointed to take the subject into consideration. Well-directed efforts of this kind cannot fail of having a most beneficial effect upon those to whom the supervision of the underground operations is confided, and when united to a frequent and thorough inspection of mines, we may safely anticipate a speedy diminution of those appalling accidents by which upwards of a thousand human lives per annum are now sacrificed. It is only due to Mr. Mackworth to say that his earnest and indefatigable exertions to carry into effect the object which was sought to be accomplished by the institution of an inspection of mines, are cheerfully recognised and highly appreciated by all parties in his district who are interested in the coal trade, and in the moral and physical condition of the miners.

The use of anthracite coal, not only as a fuel for stationary steam-engines on land, and marine steam navigation, but even for domestic purposes, is at the present moment exciting very considerable attention, attributable in a great measure to numerous local Acts which have recently come into operation for preventing the nuisance of the ejection of vast volumes of smoke into the atmosphere. In the *MINING JOURNAL* of the 27th of August last, we inserted some remarks on this subject, which have since been followed up by several communications from our respected correspondents, Mr. J. RICHARDSON, C.E., of Neath, and "J. L.," which have imparted much useful information. The question as to its capabilities and value as a furnace fuel, and particularly for steam navigation purposes, may be considered as decided, the *Great Britain* having taken 1000 tons in her last voyage, which, from the report of Capt. MATTHEWS, appears to have answered the most sanguine expectations, quickly getting up steam, burning cleanly, and promoting no injurious action on the fire-bars. It is in its use for domestic and culinary purposes that the prejudices of the public require combating, and correct information is required. It must be acknowledged that anthracite is more difficult to kindle than bituminous coal, but a very little experience would prevent any inconvenience on this account, and when once burning and left to itself, it is undoubtedly the most superior fuel of the two. A well-selected anthracite far surpasses for culinary purposes every other description of fuel, being cleanly, smokeless, economical, and giving great heat, and it is highly necessary that the public should be undeceived as to some erroneous statements, published by McCulloch and others, as to the inapplicability of anthracite coal as a domestic fuel. The great deposits of anthracite in Pembrokeshire and Carmarthenshire will, we have no doubt, very shortly prove of great national importance, and so convincing have been recent experiments as to its value, that the West India Royal Mail Steam-packet Company have been induced to take a colliery in Pembrokeshire, for the purpose of supplying continuously their large steamers with anthracite coal, and thus avoid any delays which might occur should they be dependent on others. Even at the port of Llanelly, large steamers are now continually taking in cargoes of anthracite coal.

The measures now in progress for the improvement of the port of Milford Haven, the construction of quays, docks, &c., will afford unparalleled facilities for the development of the extensive and valuable anthracite coal-field in its immediate neighbourhood; and here it will not be out of place to call attention to the many advantages which appertain to this port, geographically, topographically, and geologically, its mercantile and military capacities being, perhaps, superior to any port in Europe, certainly inferior to none. The entrance to the harbour is nearly due south, narrowing from 2 miles 1 furlong to 1 mile 3 furlongs, over which there is water enough to float the largest vessel at the lowest point of spring tides, varying from 15 fathoms on the west to 7 fathoms on the east side. The entire range of the harbour is 8 miles in length by from half a mile to 2½ miles in breadth, deep and large enough to float all the fleets in the world, with a good bottom for anchorage throughout. Immediately above its mouth, the harbour turns to the north-east, and thus ships, once entered, lie sheltered from every wind that blows, the shores lying sufficiently high to protect the most lofty vessels. With respect to its topographical position, it is several days' sail, even in ordinary winds, nearer to America and most of our colonies than Liverpool, while the difficulties of the navigation up St. George's Channel, round Anglesey, and up the Mersey, are here avoided. With respect to inland transit, Milford is but 15 miles farther from London than Liverpool, and for all England is the best starting-point for the entire western hemisphere. The proposed new gigantic steam-vessels for long sea voyages will here find a haven in all weathers, unequalled elsewhere—indeed, it is probably the only harbour capable of receiving these leviathan ships. Although anthracite coal is found in other parts of Britain and in Ireland, the best deposit, quite equal to the finer qualities of Pennsylvania, crops out from the Pembrokeshire basin, within four miles of the north shore of the harbour of Milford Haven.

The gigantic mineral resources of South Wales most conspicuously display themselves here, although hitherto but comparatively little has been done in the district: its coal beds and black-band ironstone are, for all practical purposes, inexhaustible; and the opening of the South Wales Railway has already elicited an enormous increase in mineral and metallic traffic. In Glamorgan and Breconshire, the make of anthracite iron alone has increased from 36,000 tons in 1849, to 49,500 tons; and the iron exports of Wales, according to an able paper recently read at Aber-gavenny, by Sir THOMAS PHILLIPS, have advanced from 260,087 tons in 1837, to 511,590 tons; while the population of Merthyr Tydvil, in 10 years, increased from 34,957 to 63,080; and of Cardiff from 10,077 to 18,351. The dispersion of the existing prejudices against anthracite coal as a domestic fuel, its increasing demand for steam navigation, and the consequent extension of commercial industry in this district, will tend to the rapid development of its mineral and agricultural capabilities, and add largely to the wealth and prosperity of a greatly increasing population. From the vast Atlantic navigation which will pour into Milford Haven, it is likely, at no distant day, the South Wales Railway will be totally unable to accommodate the additional traffic; it is, therefore, probable a line will be projected from Milford to London, skirting the northern border of the Pembrokeshire great anthracite basin, and the mineral district of Glamorgan, entirely avoiding the sinuosities of the South Wales line, and, by judicious junctions, place the western coast of Wales in direct communication with Liverpool, Manchester, and the great manufacturing districts of the midland counties.

In another column will be found an interesting report of a discussion which took place on Wednesday at the Society of Arts, on the occasion of the reading of a paper by Mr. FRASER, engineer to Messrs. THOMAS, HANBURY, BUXTON, and Co., on the SMOKE NUISANCE, AND PROPOSED REMEDIES. The subject is just now, from various circumstances, of considerable importance; and as a gentleman attended from Messrs. PRICE and Co., the eminent candle manufacturers of Vauxhall, who have also very extensively experimented on a variety of plans for effecting the object, but without entering fully into details, we purpose briefly to lay before our readers some account of what they have effected. On their first attempts, and subsequent failures, they became discouraged, and gave up the case as hopeless, but on establishing the branch at Battersea the neighbours complained of the smoke nuisance, and they tried again. They began with KYLE's patent, employing anthracite coal, the fire-bars being set in troughs of water: this gave a splendid flame without smoke, and got up steam very quickly. The supply of anthracite, however, getting very irregular, and the price increasing, in 1846 they put up on trial one of JUCKES's patent furnaces, which was followed by others, made of increased strength, and which proved smokeless with cheap fuel. A Mr. HAZELDINE offered to fit up an apparatus to a 90-horse boiler, with four fire-grates, which should be as effective as JUCKES's. Messrs. PRICE promised, if he was successful they would recommend him to their friends. One was tried for several months against its three neighbours burning coke, and, finding it successful, the three fire-places were altered, and after that several others also. Soon after they were recommended to try HALL's patent, and having seen it at work at the Post-office they were satisfied with it, and set up one of each of JUCKES's, HAZELDINE's, and HALL's, to three

exactly similar 80-horse power boilers. These, after numerous experiments, in which the coal and water were carefully weighed, were so similar in their results, that the proprietors felt convinced the principal point in future would be to look only to first cost. At some new extensive works which Messrs. PRICE were erecting at Liverpool they decided to give each patentee a similar chance; but Mr. HALL stood out for higher royalties than was considered reasonable, and having been fairly met by the others, they ordered six of JUCKES's and six of HAZELDINE's, all of which have given useful results. It was the expressed opinion at the meeting that if smoke-consuming patentees would give greater facilities for the introduction of their apparatus, instead of, in the first instance, standing out for high royalties, they would be better appreciated by the public, and instead of a few at exorbitant dues they would manufacture a largely increased number at a moderate license fee, and eventually greatly benefit themselves.

The MIZEN HEAD COPPER MINING COMPANY OF IRELAND held their first general meeting on Monday; and we have to congratulate the shareholders on the temperate and business-like manner in which the proceedings were conducted. The Irish shareholders were most ably represented by Mr. LEVY, who pointed out the advantage likely to arise by removing the management to Dublin, and with the liberal offer that he would provide means without having recourse to a call. This company, like many others, appears to have fallen into the error of appointing a captain whose other engagements prevent him from paying proper attention to their interests. Although we are not charging Capt. CHARLES THOMAS with want of ability, we ask whether it is possible for mining to be conducted profitably with the manager living six miles from the property, engaged on another mine 20 miles distant, and visiting the Mizen Head some two or three times a week? Could it be expected that any business would be successful under such a system? It appeared from the accounts that no extravagance had taken place in London; and as the mine is represented to be a good one, we have no doubt that, if the error to which we refer is corrected, it will yet prove profitable to the adventurers. Mr. LEVY was much surprised that a sum of 1000*l.* was still due to the owner of the mine—he having published a statement, taken from the accounts, that 3000*l.* in cash and 1000 shares was paid. This error arose from the circumstance that at the time Mr. LEVY inspected the accounts the secretary was newly appointed, and had not then seen the agreement for the purchase of the mine, and, therefore, could not do more than give Mr. LEVY the books to examine. Although the sum of 1000*l.* being still due may be the means of altering the course the Irish shareholders were inclined to take, we concur with Mr. LARCHIN that, in the event of a majority agreeing to continue the management in London, they ought to have the cordial support of their fellow-adventurers in Ireland. The report of the committee was unanimously adopted, after erasing that part suggesting a call; and we have little doubt that, if the future proceedings are conducted in the same spirit as evinced at the meeting, the undertaking will yet prove profitable.

It is with much satisfaction we refer our readers to the proceedings of the LONDON AND VIRGINIA GOLD COMPANY, a report of which will be found in another column. The object of the meeting, it will be seen, was to elect a president and directors, and to pass certain by-laws and regulations for the future guidance and control of the company, some amendments in the Act of Incorporation having been considered indispensable. The unanimity with which the proceedings were throughout conducted, reflects the highest credit upon the shareholders; while the appointment of the president and directors who had formed the provisional board, and whose management had entitled them to the warmest commendation, evinced a sound discrimination. It would, indeed, be difficult to select a more efficient body, not merely on account of their high standing in society, but from the fact of their having given the most convincing proof of their ability and untiring zeal during their period of office.

With this opinion, judging from the expression of feeling on the part of the meeting, we are satisfied the great majority of shareholders will fully concur. It is not, therefore, a matter of astonishment, looking at the present financial position of the company, the rigid economy which has been observed in the expenditure, and the careful manner in which the affairs have from the commencement been conducted, that the confidence of the shareholders in the ultimate success of the undertaking should remain unshaken.

The last number of the French *Illustration* contains details of an application of iron rails to the purposes of locomotion on ordinary roads, which, if not altogether new or original, deserves to be noticed, from the attention it has attracted in the French capital. We believe that a plan very nearly similar has been recently tried at Brooklyn, in one of the western states of the American Union, but we are more fully in possession of the details of the Parisian project. Celerity and ease in moving are now deemed almost amongst the great necessities of life which minister to our social enjoyments. It has been remarked that railways have, in effect, doubled the period of human life by the economy of time which they produce. Railways are, however, expensive establishments, and there are very many situations to which they are wholly inapplicable, and in which they cannot be rendered available. We have often regretted the variety of instances in which we are unable to avail ourselves of increased rapidity, and in none more than with respect to the high-roads and public thoroughfares of great cities. This anomaly has rendered it very desirable that industry and intelligence should be devoted to improving the means of communication between different districts of large communities, in which considerable distances have to be passed. This is the object proposed by the inventor, a Frenchman, of the name of LOUBAT, and the experiment which he has made has, it is reported, been found very successful.

This system, applicable to ordinary roads, is founded entirely on a peculiar form of the rails, presenting to the upper surface, in place of the band plate now employed in railways on which locomotive engines travel, a perfect wheel-rut, which receives the wheels of the moving carriage. The rails being placed upon the line or level of a public road, necessarily follow all its undulations, and do not impose the necessity of making any previous alterations, in the way of earthwork or levelling. The rails consist of plates of iron, hollowed like cart ruts, forming furrows, in which the wheels roll. The rails are strongly bolted into wooden sleepers, placed transversely, 2 metres, or about 6½ feet apart, the pavement or roadway in which they are laid alone filling up the intermediate space. It is proposed to keep the hollow groove in which the wheels run free of stones, gravel, &c., by an iron guard, somewhat resembling a ploughshare, attached to the wheel, which must, of course, very much increase the friction. Very simple contrivances, by rails turning on pivots, are arranged for shunting the carriages, which is effected without difficulty. The exterior band of the rail is gently rounded, so as to diminish as much as possible the friction of the wheels, which touch but a very small surface.

The traction is worked by horses, and it is calculated that a very considerable speed can be attained with safety, so high, it is stated, as eighteen miles an hour on ground perfectly level, by which, if practicable, great economy of time must necessarily be secured. The facility of traction, of course, allows the employment of carriages of very large dimensions, which will necessarily bring with them a very considerable reduction in the price of transport. In fact, the omnibuses now being worked on this system from the Place de la Bastille to the Madeleine, and in the Champs Elysees, in Paris, a distance exceeding two miles, resemble railway carriages, and although worked by only two horses, at present carry at least six passengers each, and stop at particular stations. They are now working this system by only one line of rails, and it has been found to afford such accommodation, that it is intended to add others, and also to extend it from Paris to Versailles, a distance by the road of at least twelve miles. The carriages are constructed on a large and roomy plan, and combine great elegance with everything that is requisite for comfort. They contain inside, in the centre, sixteen arm-chairs, for first-class passengers, and twenty-four seats on the top of the carriages; there are, besides, two platforms raised in, one in front and one in the rear, which can each accommodate ten passengers, five at each side, making sixty passengers in all. A brake of very great power, placed under the band of the driver, enables him instantly to stop the carriages, no matter what might be their speed, and without incurring any risk of throwing the carriages off the rails. The novelty of the experiment in a crowded city seems to have captivated the Parisians, whose national vanity was probably gratified and flattered at their capital being the scene of the introduction of the system; and the inauguration of this small railway for railway omnibuses was attended by M. MAGNE, the Imperial Minister of Public Works. The large carriages were drawn by two horses, and

smaller ones by one, and passengers ascend and descend at the sides, precisely as they do with the carriages on the great railways. The French *Illustration*, from which we have taken the details, although it presents a very spirited drawing of the carriages running on the rails, does not give us any details as to the gradients at which they can be worked, nor, as to the elevations which they can overcome. We quite concur with our Parisian contemporary in thinking that such a system, if practicable in crowded localities, would be highly serviceable as an agent of communication in great centres of population, which are far removed from the principal lines of railways. It cannot, however, be overlooked that the proposed system of iron rails must necessarily interfere with the roads, and materially affect the free transit of other carriages upon them. Neither can we altogether forget that increased speed must, as a matter of course, lead to increased peril, and tend to multiply accidents, and that those risks will be increased the larger the city and the greater the population.

The line of way on which the present rails have been laid down, under the proposed system in Paris, is if not entirely at least very nearly a dead level, and we have yet to learn from the projectors how carriages of such weight as we have described can possibly be drawn by two horses up any serious ascent. While we suggest these difficulties as presenting themselves to the applicability of this system in a crowded city, such as London, a considerable portion of which stands on elevated ground; we by no means deny that carriages of the plan and worked in the manner suggested, would be very desirable additions to our locomotive accommodation, as feeders to our railways, and for other purposes. There are many districts where great facilities may be afforded, and it may not be unworthy of the attention of the Legislature to consider the propriety of a general measure, authorising the laying down of rails upon such public highways as shall be considered suitable for the purpose, without the expense of a special application in every instance to Parliament. The carriages, both for the conveyance of goods and passengers, to be worked, of course, only by horses, thus diminishing the risk to the public, while affording to the community greatly increased facilities of transit.

It very rarely happens that we see a subject which is generally considered a medical one treated by an engineer, but such is literally the case, for in a pamphlet just published, by Mr. THOMAS HARVEY, entitled "*Asiatic Cholera, its Cause and Cure Discovered and Demonstrated*," the origin of this frightful visitation is traced to and explained on purely mechanical principles. The action of the heart and the circulation of the blood are dependent on respiration, for which pure air is as essential as it is for the purposes of combustion, oxygen being equally the universal and recognised supporter of flame and animal life. The very intelligent theorist is inclined to believe that oxygen, taken into the system by the lungs, acts on the blood by instantaneously communicating to it that electrical power which it is stated to possess, and which communicates vital heat and energy to the system. The blood every time that it passes through the lungs acquires heat; the heat thus obtained by the decomposition of oxygen is carried by the extreme vessels over the whole body, and is the source of the uniform temperature so essential to health. Any cause which tends to deprive atmospheric air of its due proportion of oxygen, must necessarily affect animal vigour, and the theory which this essay sustains, is that the cholera is the result of a state of the atmosphere in which the necessary proportion of oxygen is diminished or interfered with from some exterior cause.

It is very remarkable that the prevalence of cholera is invariably attended by marked derangements in the atmosphere, and that when electricity is negative—that is, deficient around us—vitality is depressed; when positive, or in other words, superabundant, it is excited. The connection between the magnetic and electrical fluids is now so clearly established that they may be considered identical, and the observations of the most scientific authorities have conclusively proved that a deficiency of oxygen occasions a loss of electrical or magnetic power, and that in every place where cholera has prevailed both these phenomena have been found concurrent. When atmospheric indications have been found at the worst, and cholera most fatal, the power of the magnet has been found proportionally diminished, varying with the virulence of the disease, which always increases as the atmospheric electricity acquires its natural equilibrium. Mr. HARVEY also alludes to a fact stated in this *Journal*, as indicating the effect of atmospheric influence, "that all the coach-springs manufactured in France during the former prevalence of cholera were found defective in quality."

Having established those two propositions, that the quantity of oxygen in the atmosphere is more or less dependent on its electrical state, and that respiration and animal vitality are dependent on the quantity of both in the air, he comes to the conclusion that what we call Asiatic cholera is an altered condition of the body, resulting from the loss of vital heat in the blood. Such loss of vital heat arises from a deficiency of oxygen in the atmosphere, and is followed by the separation and loss of the serum of the blood, the proximate cause of collapse—the fatal characteristic of Asiatic cholera.

We have thus endeavoured, very briefly, to put our readers in possession of the theory which the intelligent author of this essay puts forward as the cause of cholera, and he comes to the conclusion that its cure is a question purely of chemical combination. "Pure oxygen gas," observes the author, "which possesses the property of accelerating the circulation of all the animal fluids, which occasions the most rapid combustion of all combustible substances, and which is the most energetic and powerful agent with which we are acquainted, is the remedy which I propose for Asiatic cholera" (p. 37). And he adds—"I have now exhibited what I consider to be the true cause and rational cure of cholera, and I may add that I am not without evidence of the efficiency of the means of cure recommended; but I desire to have the theory I have propounded tested by the validity of the reasoning, and not supported merely by the adventitious aid of incidental causes." As oxygen gas is of easy artificial production, forming a large component part also of water, the remedy proposed is to enable the afflicted patient to consume an extra portion of it, thus mechanically restoring, by its application, the depressed state of the vital organisation occasioned by its deficiency. We are satisfied that we have stated quite sufficient to attract the attention not only of scientific and medical men, but also of the public, to this very interesting and important subject. The perusal of the essay itself will well repay the enquirer who may be disposed to devote his attention to the elucidation of the theory; and if practical results shall establish its accuracy, the author, besides acquiring a deservedly high repute for philosophic reflection and original thinking, will have achieved the more distinguished renown of being ranked amongst the benefactors of the human race.

In every great manufacturing and mining community, it would be expecting too much from the weakness and imperfection of human nature to hope for a moment that the current of labour should continually flow on smoothly, and that no misunderstanding should ever take place between the employers and the employed; between capital and industry. Such hope were indeed futile, but greatly would it tend to the comfort and social happiness of the working classes, and not less to the satisfaction of their employers, could some method be devised of settling disputes, often on points comparatively of insignificant interest, without resorting to the ruinous system of strikes, ever productive to the blind and infuriated victims of them of spoliation, poverty, and despair. A meeting of the Cowpen district colliers was held on Saturday last, with a view to the extension of the Miner's Society, at which Mr. INGHAM, of Newcastle-upon-Tyne, gave great satisfaction by bringing forward some suggestions for superseding the present arrangements, by which disputes are attempted to be settled between master and man, too often leading for indefinite periods to a cessation of employment altogether. It is founded on a plan which has been for some time successfully in operation in France, where the local courts have the power to decide; the adjudicators being masters and workmen, chosen by a well-defined mode, best to secure impartiality; and a sufficient number to form a jury are taken from these nominations, the masters choosing the working men, and the latter choosing the masters. Much dissatisfaction was expressed, that under the present system the men were to a certain extent bound to their employers, being obliged to give a month's notice, and no rise in price could be obtained without it. It appears that on a former occasion the Cowpen colliers got an advance of 1*d.* per ton; it was afterwards discovered that the neighbouring colliers were getting 2*d.*, when a strike was the consequence, but on attempting to get work at other places, they found an account of their proceedings had travelled before them with telegraph speed, every colliery-manager having received a circular from the agents, giving the men's names to the number of 300, and requesting that employment might be withheld, which

is now the general practice; nor could they get work at any other colliery. We would, to the very extreme of liberality, support the payment of fair and remunerative wages, but unfortunately the most trifling acquiescence in the demands of large bodies of men too often excites feelings of arrogance, and unreasonable attempts at extortion; and if men will combine to raise the price of labour, it is but calculating on the common course of events to expect that the representatives of capital will combine also to keep the price of industry within due bounds; and not a single instance we believe, can be cited in any of these painfully impressive contests, but those who have only the fruits of their labour to depend upon have, with their families, suffered for a time intolerable hardships, and eventually been obliged to return to their employment, with a wounded spirit, a feeling of self-degradation, and their fancied wrongs unredressed. The proceedings of the meeting under notice concluded by a resolution to present Mr. JAMES MATHER with a testimonial for his zealous and unwearied exertions on behalf of the working collier, particularly as to obtaining efficient Government inspection; and as Dr. G. FIRE had left Newcastle for a medical appointment in Birmingham, a unanimous vote of thanks was passed to him for his past exertions. A vote of thanks was also unanimously passed to Mr. INGHAM.

THE IRON AND METAL TRADES OF SOUTH STAFFORDSHIRE.

(FROM OUR CORRESPONDENT IN BIRMINGHAM.)

DEC. 1.—Since my last communication, the prospects of the iron trade in this district have still further developed themselves, and a positive advance in price has taken place. There has not been any public meeting of the trade held, nor formal resolutions passed to rescind the quotations of last quarter-day; but the increased demand, with every prospect of an overwhelming trade, foreign and domestic, has induced the leading houses, including Messrs. Williams, Foster, and the British Iron Company, to issue circulars, on Friday and Saturday last, announcing an advance of 20s. per ton on all descriptions of iron. Although it was well known that the trade was in a sound state, and the expectations of the masters materially increased by the recent alteration in the French tariff, and the tendency towards a liberal policy in America, it was not expected that any advance would be made before the beginning of the new year; and no small surprise was felt by the merchants and manufacturers at the unexpected announcement of such a sharp advance. In reply, however, to all complaints there is but one answer—"We feel the state of the trade fully justifies the advance, and that the rate of wages, price of fuel, and all other essentials connected with mining operations, requires it." How far, however, it can be maintained with advantage to the manufacturing interest remains to be seen. To railway companies, at home or abroad, or those engaged in public works, not tied by contracts at recent prices, the advance may not be a great consideration; but to the general body of manufacturers, particularly the small masters, the rise will be injurious. Relative to the effect likely to be produced on the trade of this country by the recent change in the French duty, there are various opinions entertained here. By some it is feared that there has been a good deal of speculation in Scotch pig-iron, in anticipation of the change, and that the prices being now such as cannot be obtained in the French market, the stocks must before long be offered at reduced prices, to the injury of the speculators. It is obvious, however, that whatever may be the result of any such miscalculation, and although the reduction of the duty has not been to the extent looked for, the change is, nevertheless, a move in the right direction, and must eventually prove beneficial to both countries.

A fortnight since the associated coal proprietors of Wigan district came to a resolution to give notice to their men, that if the miners in the employment of Messrs. W. H. Bracken and Co., Walthew-house and Bisham Collieries, and of the executors of the late Mr. J. Darlington, Coppull Colliery, did not return to work, all their pits would be closed on the 1st of December. The fortnightly meeting of colliery owners and their representatives was held at the Royal Hotel, Wigan, on Wednesday, Mr. Peace, general manager of collieries of the Earl of Crawford and Balcarres, in the chair. There was a numerous attendance, and, after deliberating upwards of an hour and a half, they agreed to the following minute:—

"That this meeting hears with satisfaction that the men at Bisham Colliery, and also a portion of the Walthew-house men, have resumed work at the old rate of wages, and that the rest of the miners employed at the Walthew-house Colliery, and those at Mr. Darlington's Coppull Colliery, still on strike, have expressed their willingness to return to their work."

Resolved—That, in consequence of these important instances of the willingness of the men to resume work, this meeting pledges itself to support Messrs. Bracken and Mr. Rylands in terminating the partial strike which still exists, by supplying them with coal and canal; and that this meeting be adjourned for a fortnight, to allow miners still on strike to resume work."

The result of the meeting has given great satisfaction to all classes, for it was feared that if the colliers were turned out by the masters it might lead to serious consequences. There now remain on strike about 200 men, and as many lads, who act as drawers; and the number at work of colliers and drawers is upwards of 7000.

With respect to the Copper Trade, there is nothing satisfactory to report in connection with it. There is no additional advance in price this week, but there is a great scarcity of the article, and an unwillingness in some well-informed quarters to sell at any price. The alleged cause of this state of the market, is the fear entertained of a rupture with Russia, which would have the effect of stopping the supply from that country. From whatever cause it proceeds, the effect is being seriously felt by the manufacturers, whose circulars have just been issued, informing their customers, that, "owing to repeated advances, and the unsettled state of the copper market, they are compelled to cancel all previous quotations and discounts;" or, "owing to the serious and repeated advances in the price of copper, we are compelled to advance our prices;" or, "we are compelled to advise you that the price of all kind of goods manufactured by us are thus advanced 10 per cent." The above, and similar announcements, have been made by Messrs. Allen and Moore, Sherwood and Son, Pemberton, R. W. Winsford, and nearly all the principal manufacturers, and from which may be inferred the unsettled state of the trade. The consequence to the small manufacturers is far more serious. They can neither execute past orders, nor take fresh ones at recent prices, without loss, and many of the manufacturers are being brought to a stand.

The Tin market remains unchanged, and the manufacturers can obtain a sufficient supply. The accounts received here from the Australian market are rather conflicting and unsatisfactory. If we are to believe some of "our own correspondents," all the markets in the gold regions are glutted; they have no house room for the goods, and are obliged to sell them where, when, and how they can. On the other hand, orders for miscellaneous articles of real utility for hard cash, and to no inconsiderable extent, are, to my knowledge, now being packed for Sydney and other colonies in that quarter. It is rather difficult to reconcile the discrepancies in the accounts from our California; but it is not improbable the real solution may be found in the fact, that it is the old sweepings of the warehouses which are so difficult of sale, and not the essentials for the new world. We have thousands of pounds worth of goods yet to send to Australia, which will never be sacrificed under the hammer.

The following figures regarding the French imports of coal and iron, extracted from official documents published by the French Customs-house, supply information of interest at the present moment:—The import of coal from England into France amounted in 1852 to 664,633 tons of 1000 kilogrammes, and that of coke to 2733 tons. In the same year France received 1,792,155 tons of coal, and 169,398 tons of coke from Belgium. Coal was also obtained in considerable quantities from Rhénish Prussia. As regards pig-iron, the total amount imported into France in 1852 was 45,244 tons, of which 15,092 tons were from England, and 26,416 from Belgium. She also received 1841 tons of iron in bars, and 270 tons of steel from England. In connection with these statements, it may be remarked that it was only Belgian pig-iron which (exceptionally) enjoyed under the former French tariff the reduced charges that are now made general, and that iron in bars or wrought, whether coming from Belgium or from England, was alike subjected to the excessive rates that prevailed up to the publication of the recent decree.

GOLD IN CORNWALL.—At the Royal Institution meeting, Mr. R. W. Fox said that a friend of his dissolved in nitric acid a small portion of silver obtained from the lead ore of Swanpool Mine, near Falmouth; but it left some residuum at the bottom of the vessel, which appeared to be insoluble in the acid. This he collected, and submitted, on a piece of mica, to the action of a blow-pipe flame, when it was immediately reduced into a small globe of pure gold. He afterwards detected the presence of gold in other varieties of ore from the same mine. If the ore obtained in other mines in our country were submitted to a similar process, it is probable that many of them would yield gold, and often in proportions that would pay for extraction.

A vein of iron ore, which is expected to prove of a valuable character, has been discovered at Car Kettle, near Ulverston.

GOLD IN ENGLAND—A REALITY.

Of all the reigning follies, there is none greater than that of consistency—the consistency of conservatism. By this theory of pseudo-ethics, we are advised that consistency means little more than "Think as father thought, and do as father did." The measure of philosophy here makes depth and surface almost identical. Surely it is too much to say, "I have nothing to learn, and nothing to unlearn." Yet this is implied in the general conduct of conservative consistency. A nation has never yet been born in a day, and, until such consummation, there can exist no such consistency, or, more properly, persistency, of opinion on matters of general science. Much more has been written than read of the constitution of man: of the little that has been read, how beautifully less is the amount of application of the principles elucidated! There is scarcely an exception to constitute a rule. Men talk of this or that perfection of art as a masterpiece; this or that perfection of mechanical arrangement as the ultimatum, illustrating all the while the anomaly of standing still whilst they move; forgetting that to stand still is to retrograde, and that retrogression is, to a human being, both unnatural and extravagant—unnatural, because progression is a law, constant as the current of the blood is constant; and extravagant, because, under the circumstances, loss results as a necessity, with this aggravation—that the loss is the most unsatisfactory, inasmuch as it is an injury inflicted upon the community. It is common as daylight to hear men, and men of acknowledged talent and genius, blurt out received opinions with a pertinacity which, to a reflective mind, is at once ridiculous and astonishing. The simple truth-seeker would not hazard his consistency by such adventurous derring. On debatable points, with him, admission and rejection are extremes, reached only through the salutary means of cautious deliberation and candour. He is always in agony to attain the truth, both mediate and divine, well knowing, in modest humility, that he can never reach perfection, however touching the exhortation of the apostle to press forward. Still, as all his fellows exist in the same sad sphere of short-comings, he hails with grateful rapture the incoming train of atoms of truth, because each step in the right direction necessarily brings him nearer and still nearer to the ultimate object of his hopes. The truth-seeker is consistent: the consistency of conservatism is an abortion.

In that great desert of sympathies, the scientific world, man's mirror, in the aggregate, is himself, and not another. His self-complacency is generally so replete with his own model consistency, that he seldom will allow his oblique vision to gaze upon other than his own exterior; but should the force of circumstances (a force, by the way, not noticed in hand-books of science) compel him, through curiosity or jealousy, to note the reported excellencies of a rival, that keen and self-appreciating eye instantly adopts a medium, through which every fair proportion of a rival is rendered distorted or diminished. Hence the creation and sustentation of prejudice, the deformity of which is, to advancement, as a "break" to a locomotive—the reverse, however, of the wholesome principle of a "patent-safety."

It is a sad but truthful fact, that the art of printing has itself tended more, perhaps, to perpetuate the retarding influence of prejudice than any other art. This ought not to have been; but, like the barometer of the money market, the ratio of effects is often inverse to the causes. Tithe-brained men unfortunately have pressed matter into books with half an eye, and less than half an aim; whilst learners, learning, they impudently wrote as teachers, taught, and, unconscious of the evils they were propagating, thrust on the world the "standard works" that owed their standing and endurance chiefly to the speculative spirit of a popular publisher. Hence their authority. From such authority, gleanings at best in London fog, interspersed with wild-oots of impromptu guessing, the atmosphere of science is largely contaminated by the pernicious influence of dogmatic and ungenial prejudices; so that, to speak boldly, there is scarcely a man now found amongst us who is not far too poor to lose, without a struggle to maintain it, a single prejudice.

It would be easy to multiply instances in illustration of the truth of our remarks in all the ramifications of art and science; but our observation legitimately extends only to mechanical and mineral pursuits, and to these we must confine our attention.

The most extraordinary topic of the day is the certainty of the existence of gold in England, and in such quantities as will not only realise a profit on its working, but immense fortunes to the lucky holders of such property, and many of our learned professors, still sceptically consistent, will not allow it, for the simple reason that it would not be consistent to unsay what they have before said. By this they do but proclaim to the world that they have nothing to unlearn, and nothing of this nature to learn.

The facts are, however, so conclusive, that but a few weeks must elapse before the startling proof will be evident to the most obtuse. A very interesting paper was read at the Society of Arts, on Wednesday week, upon the "Reduction of Auriferous Ores," and an animated discussion ensued upon the existence of gold in remunerative quantities, and the value of mechanical contrivances for its extraction. An impetus to this interesting discussion has been given by the recent introduction of Mr. Berdan's amalgamating machine, the results from which, upon gold ores from Devonshire and Merioneth, seem to have pretty well settled the points in dispute. During the week, Mr. Calvert has also issued his novel and valuable work on the *Gold Rocks of Great Britain and Ireland*. From an attentive consideration of the subject we elicit the following facts:—

1. That we have gold in this country in large quantities, and spread over a great extent of surface.
2. That machinery is now produced, capable of extracting gold at an inconceivable cost.
3. That the results of the machinery during the last few weeks have been most extraordinary and satisfactory.
4. These facts are at present reputed fables.

Truth, however, will inevitably prevail; and if Calvert's theory of gold be right, this country is largely blessed, and possesses the latent treasure. Nature has shown her inclination to yield to the mechanical genius of Berdan. The veritable gold is the reward, and antiquated prejudices will find an extinguisher in the permanent yield of gold which, from the evidence before us, we believe we shall soon have the opportunity of recording.

THE GOLD-FIELDS—LATEST NEWS.

AUSTRALIA.—Advices have been received to the 1st September. Considerable excitement existed at the diggings in consequence of the Government having evinced a determination to exact the license fees. At Goulburn, the diggers had set the law at defiance, having rescued the prisoners in custody with acts of violence. At Bendigo, and other diggings, the most unequivocal demonstrations had been made, and the diggers were loud in their denunciations against the license fees. A deputation of diggers had waited on the Lieutenant-Governor (Mr. La Trobe), who informed them that the Executive was willing to relieve the diggers as far as practicable, but that a revenue was indispensable, and the maintenance of the law of paramount importance. The Lieutenant-Governor had indicated his intention to submit a bill to the Council for abolishing the license fees; and it was conjectured that a gold duty would take its place. From the accounts published in the *Geelong Advertiser* and *Melbourne Morning Herald* papers, it appears there has been an enormous yield of gold at the Ballarat diggings; and a private letter from thence, under date 28th of August, states that "at the bottom of Prince Regent's Gully, Gardner's party washed out on Friday morning, between 3 and 9 o'clock, 90 lbs. weight of gold; and the party deposited in the Escort-office, yesterday morning, 1860 ozs., washed out in three days, and dug out in the same time—the party being afraid to keep it on hand. It was expected the hole would yield at least from 10 cwt. to 12 cwt." The escort from these diggings would be upwards of 8000 ozs. The editor of the *Geelong Advertiser* had inspected, at his office, a splendid nugget, weighing 114 ozs. 10 dwts., which was found at Prince Regent's Gully at 25 ft. deep. He says—"The yields of gold for the past week have been unprecedented. In the neighbourhood of the Canadian Gully, such a quantity of metal has been taken out that we feel a difference in quoting it. From the 15th the have been obtained in a short time from claims in this quarter; and in addition to armed parties of diggers taking their gold to the camp, the services of the police have been in request for the purpose—the escort having actually been sent to convey the yields of some holes to the office." In addition to this, the vein at the gravel pits has been recovered, and 87 lbs. weight was taken from one bottom without driving. The Eureka vein, which has been traced and worked across the Creek, has been found to run across the road into the bush. A sample of these newly-found masses was taken to the *Melbourne Herald* office, being the half of a nugget which originally weighed about 70 cwt. Several thousand diggers went together to the excavations, camped at Bendigo, and tendered a 10s. license fee. The Commissioner having no authority to take this sum, and no power to enforce a larger one, the diggers left the camp without paying any fee at all. A petition has been got up on the subject, 68 yards long, and containing 3245 signatures. The clipper ship, *Indian Queen*, Capt. Mills, one of the Black Ball line of ships, arrived at Liverpool on Monday, bringing 60 passengers and 88,992 ozs. of gold dust on freight, besides a large quantity in the hands of passengers. Gold continued in the colony inconvertible in value, notwithstanding the considerable fluctuation in the extent of the supply—the last price quoted being 37 1/2s. 6d. The Government escort had arrived at Melbourne on the 30th of August—one from M.T. and Goulburn with 1408 ozs., and one from Castlemaine with 55,360 ozs. The *Indian Queen* sailed from Port Philip Head at 1 p.m. on the 30th August, passed Swan Island on the 31st August, New Zealand on the 15th September, Cape Horn on the 6th October, crossed the Equator on the 1st November, and arrived at Liverpool on Monday. She left Liverpool for Melbourne on the 17th May, and has thus made the outward and home passage in six months and 11 days, including a detention of 23 days in port. She made 330 miles per day for several days off Cape Horn; but her greatest day's run-

ning during her outward trip was 311 miles; and coming home she actually made 325 miles in one day.

The following extract of a letter, received from Singapore, gives information from Melbourne a week later than that brought by the *Indian Queen*.—"Our advices from Melbourne are up to the 6th September. All Straits' produce was lower, even wooden houses and planks; but reaction was looked for in October, when the roads to the diggings would be again opened."

CALIFORNIA.—Advices have been received from San Francisco to the 15th Oct. The intelligence from the mining district was very satisfactory. At Jefferson, in Nevada, one company of 12 men took out in a day 87 1/2 lbs. of gold; on the following day the same men took out 48 1/2 lbs. in the forenoon. A correspondent from Mariposa, under date the 28th Sept., says—"You remember, perhaps, that Jones and Evans discovered last winter, on Missouri Gulch, one mile from this place, a mine, from which they took several thousand dollars. The vein seemed at one time exhausted, and Jones sold his interest for \$2000. On Monday they found a pocket, from which they took \$5000; and yesterday, at one o'clock, they had taken out a camp kettleful, estimated at \$6000 or \$6500. This gold is sometimes found in decomposed quartz, and at other times in a kind of slate, which adjoins the quartz. This vein is not above 1 ft. wide at any place, and what is more remarkable, in those places where the most gold is found the quartz almost disappears. There is a company on Sherlock's which made \$100 a day to the hand last week. I vouch for the truth of these statements." A company of men, known as the Scott's Company, have turned the river at Scott's Bar, and have been working in the bed of the stream six weeks: three weeks of the time they run two tows, and averaged \$100 per day to each tow. Since that time they have used but one tow, with an average of \$100 per day. They have ground enough to keep them employed for three months longer. At Minnesota and Chicago diggings, the miners are in high spirits, and the liberal yield of their claims. The miners at Park's Bar, on the main Yuba, are doing well. At Perry Wing Dam the yield for one day was 194 ozs.; the Mobile Company's claim yielded 136 ozs. on the same day. All the intelligence goes to show that the yield of gold from the river will be greater than on any previous season. At Jacksonville, diggings have been discovered, which pay \$2 50c. to the pan. The south fork of Carson River runs for many miles along the eastern base of Sierra Nevada; it receives a number of tributaries from the west of the mountain side, but none from the east or desert side. Within the last three months the ranches and ravines putting into the fork of the Carson have been prospected, and with such results as to induce a large number of gold diggers, and some of them old California ones, to make their preparations for a winter stay east of the mountains. The whole vast country along the eastern base of the Sierra will, ere long, be peopled by a dense mining population.

A statement, just published from the Mint at New York, shows the total of gold dust deposited at that establishment and its branches, from the discovery of the Californian mines down to the commencement of the present month, to have been equal to 41,000,000 sterling.

CARDIGAN RAILWAY, AND HARBOUR OF REFUGE.

The principality of Wales, although for ages known to abound in mineral wealth, and from its romantic and picturesque mountain and sylvan scenery long the favourite resort of those tourists who could brave the inconveniences attendant on the absence of all commodious means of transit, until the commencement of the present century presented difficulties of no common kind to travellers who wished to explore its alpine recesses. During the past forty years, however, and more especially since the commencement of the present century, the roads have been gradually improved, and the most approved modern principles, hills have been lowered, and valleys raised, to facilitate the passage of carriages and horses; a progressive development of its mineral wealth has taken place; and at an early period of the introduction of the railway system, numerous plans were suggested for supplying the principality in miniature of the British dominions with this now indispensable means of transit, both for passengers and merchandise. In carrying out this desirable consummation, the South Wales Railway now forms a remarkable and important feature, as a trunk line extending through the southern counties of Monmouth, Glamorgan, and Pembroke, terminating at the most western port of Milford Haven; and already lines of smaller extent, but of great local usefulness, are in active operation; such as the Llanelly line, from that town to Llanddowla, and one from Cardiff to Aberdare and Merthyr Tydvil, while measures are being pressed forward for the construction of a line from Shrewsbury through Montgomeryshire, by way of the Bea Valley, which we have before noticed; and at no remote period it is most probable a complete network of railways will be constructed, uniting all the large towns and populous mineral districts of the principality. It is with much satisfaction, therefore, that a company has recently been established, under the title of the Carmarthen and Cardigan Railway, and Cardigan Harbour Improvement Company, whose operations will form another link in the railway chain, which will confer important benefits on the community. The passenger line proposed to be constructed by them will be on the broad gauge; commencing by a junction with the South Wales Railway at Carmarthen, passing by Conwil, Llandysall, and Newcastle Emlyn, to the harbour of Cardigan; thus forming an uninterrupted and direct communication from London to the western coast of Wales. In addition to this, a mineral branch will be constructed, also commencing at Carmarthen, and proceeding by Llandarrog and Forthryhydd, to Crosshams and Gorsgoch, where it will abut on the line of the Llanelly Railway; and also one from Mansell's Arms, under the extensive lime rocks, to Van and Kidwelly, where it will again join the South Wales line. In addition to the railway, the proposed operations of this company embrace a feature of really national importance, the improvement of the port of Cardigan, and the construction of a harbour of refuge for the west coast of Wales; thus securing a place of shelter for the thousands of merchant vessels which annually pass this coast, which, in the greatest emergencies, can find a resting-place between Holyhead and Milford Haven, a distance of upwards of 100 miles. The formation of this harbour presents no serious difficulties, and can be carried out at comparatively moderate expense; and as the railway, which comprises a distance of 63 miles, is estimated to cost 14,000l. per mile, a sum of 118,000l. will remain out of the capital of 1,000,000l. applicable to this purpose.

In thus calling the attention of our readers to the objects of this company, which from the geological character of the district in which their operations will progress, must prove of great commercial importance, we must refer to the prospects in our advertising columns for full details of the estimated traffic and results. Lime, coal, iron, and other minerals, and extensive agricultural produce, it will be seen, form large items in the calculations; considerable supplies of timber, at present of little value, will be made available; and it is fairly estimated that a dividend of at least 7 1/2 per cent. will be returned on the capital invested. The undertaking is patronised by the mayors and corporations of Cardigan, Carmarthen, and Kidwelly, and by 140 of the most influential inhabitants of the districts, whose names are published; while so favourable is the general local opinion of its merits, that upwards of 250,000l. has already been subscribed in the immediate counties.

WILKINS'S UNIVERSAL ELECTRIC TELEGRAPH.

On the first development of the process of electro-magnetism as applicable to telegraphic communication, resulting from the important discovery of Oersted of the deflection of the magnetic needle by an electric current, its principles were confined to arbitrary signs by one, two, or more of such needles, which were read off, and committed to paper, as the movements occurred, by an attendant. Subsequently many ingenious plans have been patented for printing, or self-recording telegraphs, some of which are partially in use by telegraph companies both here and in America, which we enumerated in a recent Number of the *Mining Journal*, but which do not appear to act with that perfect success which the promoters hoped for. This arises from causes from complexity in the acting machinery, or from the necessity of the recording element, which, being a chemical compound, changing colour on the passage of an electric current, is liable to uncertainty, error, and confusion. We have recently called attention to the prospects of the Universal Electric Telegraph, established for the purpose of extending the advantages of telegraphic communication on much more economical terms than the public have hitherto obtained, which will be carried into effect, with ample return to the shareholders, by the employment of Wilkins's telegraph, a brief description of which we gave in the *Mining Journal* of 29th March, under the heading Wilkins's Steam-Telegraph, and propose to enter into further details from the publication and partly from the information obtained by a personal inspection of the telegraph in action. The apparatus consists of two pairs of electro-magnets, formed in the usual way by winding insulated wire round a soft iron core, in such manner that each magnet in a pair shall be of opposite polarity to its fellow. An armature is mounted between these electro-magnets, having at one end an arm, or lever, turning on an axis, so placed as to form a short arm at the further extremity, in such position, a pin of metal, forming a marker or tracer. Beneath this marker is arranged a roller, properly covered with prepared ink, over which a ribbon of paper is made slowly to pass by means of clockwork. When a current of electricity, however obtained, is made to pass through the coils of the magnets in one particular direction, the armature will be attracted by the magnets on one side, and by sending the current in the opposite direction it will pass to the opposite magnets, thus causing the marker to traverse the whole extent of its path, and when the current is cut off it remains stationary in the centre. As the marker is always pressed into contact with the travelling slip of paper, a continuous straight line will be produced on it when the magnets are not in action; but when a current of electricity is sent through either of them, the marker caused to move to one side or the other, a corresponding deviation of the line drawn will take place, and as long as the current continues such diverging line will be parallel to the original straight central line. By reversing the current a similar parallel line would be formed on the other side, and thus by the method of manipulation adopted, connecting and breaking the current for the several letters, numerous short marks are formed, and by combining two, three, five, or more of the marks thus produced in different positions, signs or characters will be obtained as representative of letters, words, or figures. Such combinations of lines may be varied in the case of any particular letter or number; and similar combinations may also be adopted to indicate words of frequent occurrence.

For sending positive and negative currents of electricity upon lines of telegraph wire, for working one or more instruments, the patentee employs a peculiar arrangement of key-board, having two keys, one of which, being pressed down, will send a current in one direction—say, "line wire down," returning through "line wire up," and the direction of such current will be reversed on depressing the other key, and releasing that which had been previously depressed, so that to send a positive current alternately through the same wire, it is only necessary to press down the keys alternately, so as to make contact with the brass slips in connection with them. By the arrangement of this key-board, which can be acted on by magnets instead of manual power, the patentee is enabled to bring into action batteries, or other sources of electric power, to work other circuits; the first key-board being worked by manual operation, the intervention of magnets at other stations will work similar key-boards for other circuits, and so on ad infinitum. For the purpose of facilitating the working of the recording apparatus, the patentee employs, in addition to the key-board, an arrangement, which he terms an "automation register"—an instrument in use telegraph circuit, employed for the purpose of bringing into operation currents of electricity for working other telegraph circuits, whether short or long. It consists of an electro-magnet, placed between two fixed permanent or electro-magnets, having dependent continuations of soft iron (or steel) so that if a current be sent by one of the key-boards through the central magnet, and the circuit completed, the core of the central magnet will be rendered magnetic with opposite poles; and if the poles are both positive, or both negative, one will be attracted to the other, and the other repelled, and which may be reversed by altering the direction of the current. This alternate motion of the movable parts is employed to bring into operation electric or other electric power, so arranged that upon causing one of the pendulous movable pole of the magnets to come in contact with another portion of the apparatus, a circuit is completed, which may be employed to work other circuits and instruments, as well as to keep in motion the magnets of the recording apparatus. The advantages which the patentee claims for this arrangement, and which, we believe, the result of the operations of the company will show to be claims fully, are simplicity in construction and certainty in action; a message may be simultaneously sent

GENTLEMEN,—I request that you will allot to me _____ shares of \$3 each in the _____ company, and I hereby agree to accept such shares, or any smaller number than _____ to be allotted to me, and to pay a deposit of \$1 per share thereon upon allotment when required, to execute the Deed of Settlement and the Parliamentary Contract when required and to pay the balance of the purchase money of the shares so allotted to me, in accordance with the provisions of the said Deed of Settlement and the said Parliamentary Contract.

Dated the _____ day of _____, 1853.

Name _____
 Residence _____

THE WEST GRANADA (OR VERAGUAS) GOLD AND SILVER MINING COMPANY.—DIRECTORS' REPORT.

The directors have delayed issuing any report to the shareholders since that of the 7th December, 1852, from being unable, until the present time, to state, with confidence, the real prospects of the undertaking. Immediately after the date mentioned, the directors dispatched to the mine a vessel containing an ample supply of machinery and mining apparatus of all kinds, in charge of Mr. James Eddy, a gentleman highly recommended to them as chief superintendent, together with an experienced amalgamating officer, and a full mining staff. Owing to the absence of proper accommodation and discipline at the mines, during an unusually unhealthy season, many of the staff fell sick, and the directors regret to add, that some of them, including the amalgamating officer, died. The chief superintendent, influenced either by apprehension of the climate, or other causes, stated to the directors his belief that the ores at the mine were too poor to pay for working, and recommended the abandonment of the undertaking; sending, at the same time, six samples, in which he said he could find no traces of gold, and reporting that they were fair specimens of the general character of the ores. The unwarrantable character of this report and recommendation will be best shown by the following facts. The results of assays, and also amalgamation of these six samples, yielded as follows:—

ASSAYS BY MITCHELL.			
No. 1	0. 16 dwt. 12 gr.	Average	Amalgamation
2	0 12 12	by assay, of 1 to 6, 278 lbs. 48-275 gr.	
3	0 10 8	17 dwts. 10 grs.	equal to
4	0 10 8	per ton.	15 dwts. 20 grs. per ton.
5	0 19 14		
6	1 9 9		

Although this result, however inferior to the assays of the samples on which the mine was purchased, gave an average considerably higher than that obtained from the ores of the St. John del Rey and other companies, without taking into consideration the greater facility with which the Fort Bowen ores can be worked and amalgamated, the directors were not satisfied that these samples had been fairly taken, and they in consequence determined, with the concurrence of the directors of the St. John Company, to ask Mr. Lionel Brough, a gentleman of great experience and skill in gold mining, who was proceeding out as chief superintendent of that company, to visit Fort Bowen on his way, to make a report on the mine, and to forward fair samples of the ores taken from the same parts of the mine as those from which Mr. Eddy's samples were reported to have been extracted. His report may be seen in *extenso* at the offices of the company, but the material points contained in it are—

1. That he found a true mineral lode, averaging 8 feet wide; that he traced it a length of 300 yards, and had no doubt that it extended to fully the 1800 yards named in the contract, and he thought the cross veins might some day be worthy attention.

2. That, although the ores were poor in appearance, he conceived no fair estimate could be formed of their value, except by assay and amalgamation; and that three boxes of samples, which he cut himself in the presence of the agent of the vendors, and forwarded to London, were fairly taken from the upper part of the lode.

These boxes of samples of vein ore, accompanied by three samples of the surface ore, arrived on the 21st inst. The seals were broken and the cases opened in the presence of the representative of the vendors, as well as some of the directors of the company, at Berdan's works, and were forthwith subjected to his crushing and amalgamating process, then in operation, giving the following results, as per Mr. Berdan's certificate:—

lbs.	grs. of gold.	oz. dwt.
12½ yielded	69 equal to	1 7 of gold to the ton.
Surface ore 301 yielded	69 equal to	1 1 ditto.

It will be seen, on reference to the certificates of assays of the samples brought home by Mr. Champion in October, 1852, and alluded to in the directors' report of the 7th Dec., 1852, that they yielded as follows:—

lbs.	grs. of gold.	oz. dwt.
Vein ore average	5 15 20 of gold to the ton.	
Surface ditto	1 7 7 ditto.	

Results corresponding closely enough to warrant the directors in arriving at the conclusion that the report, on which the mine was purchased, was substantially correct; and that the samples, sent by Mr. Eddy, did not, as they conjectured at the time, really represent the true quality of the ores.

It should be remembered that both Mr. Champion's and Mr. Brough's samples were taken at depths considerably above the water level; and, as it will be seen on reference to pages 8 and 9 of the pamphlet containing General Norris's report on the property, that the assays gave about similar results at 11 and 10 feet above water level, but much larger ones at 9, 7, and 6 feet above water level, the directors are justified, they conceive, in believing that the mine is fairly opened, and they may anticipate an average considerably above the present one, satisfactorily as that undoubtedly is.

The directors, entertaining a belief, some months since, of the incompetency of Mr. Eddy (an opinion, the correctness of which subsequent investigation has not led them to doubt), removed him from their service; and in order fully to develop the property, they dispatched to the mine a new staff of skilled assayers, German amalgamators, and miners, all of whom, with the exception of the principal officer, Mr. Ram (who, however, left New York on the 5th Nov., and it is expected will have reached the mine by the 15th), had safely arrived when the last mail left on the 21st Oct.

Although, owing to the machinery not being fully erected, none of the ores had been reduced, the directors may add, that the acting chief superintendent at the mine states that the new staff (who were many years employed at the silver mine of Freiberg, in Germany), were highly delighted with its richness.

The directors are gratified to add that, at the date of the latest accounts, the staff were in good health, and actively employed in opening the mine preparatory to the arrival of the principal reduction officer.

Under the above recited circumstances, the directors conceive that every confidence may be felt in the entire success of the undertaking, and, in that conviction, they have made every necessary arrangement for prosecuting the works with vigour, fully anticipating that, by the general meeting in March next, they will be able to lay before the shareholders a satisfactory account of their affairs.

11, New Broad-street, London, By order of the Board.
24th November, 1853. W. L. WEBB, Secretary.

Copies of the report can be had on application at the company's offices.

ORBERHOF MINING COMPANY.—A MEETING OF THE SHAREHOLDERS was held at the offices of the Company, 50, Threadneedle-street, on Thursday, the 24th day of November, 1853.

JOHN BROWN, Esq., in the chair.
The following resolutions were moved and carried unanimously:—

That the accounts, showing a balance of profit in favour of the mines, to the 30th September last, of £184 10s., and a cash balance in London, to the 24th November, of £194 9s. 3d., be passed.

That in view of the necessity of rendering efficient the mine and permanent works of the mine at Orberhof proper, for which purpose the canal constructions, stamps, water-wheel, and general reduction appliances have been undertaken, at a cost of about £2000 (the working capital reserved for this and other purposes being but £5400), an issue of 4000 out of the 5000 reserved shares do take place rateably among the present shareholders at par, giving a proportion of one new share to the holder of every eight old shares, and that the shareholders be required to declare in writing to the secretary their option on or before the 31st of December next, such option not being exercised by that day being considered an intention not to take the new shares; also by that day to state whether they be desirous of taking more than their proportion, should some decline to do so, and how many beyond their proportion; and new shares to be taken and paid for by the 8th of December next, and that as the current quarter has so far advanced the said new shares shall not participate in the present quarter's profits, but begin to do so from the 1st January next.

G. KIECKHOFFER, Sec.
P.S.—A full report of the accounts and mines, with extracts from correspondence, can be had by the shareholders, on application at the offices of the company, on and after the 28th inst.

NASSAU MINING COMPANY.—The Directors are open to receive TENDERS for a quantity of rich COPPER ORE, from their mines in Germany, just landed. Samples of the copper may be obtained at Messrs. French and Smith's, metal brokers, St. Benet's-place, City.—11, Bucklersbury.

NASSAU MINING COMPANY.—A GENERAL MEETING OF THE SHAREHOLDERS of this company will be HELD on Wednesday next, 7th inst., at the offices of the company, 11, Bucklersbury, at 4 P.M., to take into consideration the propriety of acquiring two valuable concessions of copper mines, offered on very advantageous terms.

By order, ROBERT WATSON, Sec.
NORTH BRITISH AUSTRALASIAN COMPANY.—Notice is hereby given that the ANNUAL GENERAL MEETING of the shareholders of the NORTH BRITISH AUSTRALASIAN COMPANY will be HELD at the London Tavern, Bishopsgate-street, London, on Thursday, the 15th day of December inst., at One o'clock in the afternoon, for the Election of the Committee of Management for the ensuing year.

And notice is hereby further given, that at this meeting a motion will be made and laid upon the table, to be sanctioned at a subsequent special general meeting, in terms of the contract of co-partnership of the company, for reducing the number of the committee of management from ten to six, exclusive of two of the managers of the company, who are ex-officio members of committee.

The Transfer-books of the company will be shut from the 5th to the 19th day of December inst.
By order of the committee.
JOHN TAYLOR AND SONS, Managers.
6, Queen-street-place, Thames-street, London, Dec. 1, 1853.

GOLD MINING SHAREHOLDERS.—Notice is hereby given that a PUBLIC MEETING will be HELD (in accordance with my letter published in the *Daily News* of 1st inst.), at the London Tavern, on Thursday next, at One o'clock punctually, of the shareholders of the following companies:—Australian Consols, Australian Mutual, Great Nugget Vein, West Granada, Golden Mountain of Mariposa, New South Wales Gold, Australian Freehold, British Australian Gold, Lewis Hill Range, L'Aigle d'Or, Hartwood Australian Land and Mining, Adelaide Land and Gold, Albion Gold, Ave Maria, Australian Cordillera, Lake Bathurst, and London and California Gold Quartz Crushing Company, for the purpose of considering the best means to be adopted to obtain a balance-sheet of the above companies, which the directors so illegally withhold from us.—Signed, H. GUEDALLA.

P.S.—Communications (pre-paid) are invited, addressed 17, King's Arms-yard.

MINING SHARES FOR SALE.—The undersigned is enabled to submit SHARES at or about the following PRICES:—

Byrall, £14.
St. Austell, £14.
Cwm Darran, 16s.
Caradon Wood, 5s. 6d.
Chardstock, 12s. 6d.
Crookhaven, £10½.
Glowance Wood, 7s.
Comberton, 22s.
Devon Buller Great Cons., 25 at 8s.
East Boson, 4s. 6d.
Exmoor Eliza, £1 1s.
Great Sheba Consols, £20.
Great Wheel Hago, 12s.
Langford, 6s.
Londale, 4s.
Manar, 2s.

N.B. Low-priced shares in other mines of good promise, subject to only small periodical calls, to be had on application; and impartial advice will be given as to their merits when required. Instructions to buy or sell promptly executed.
Letters addressed (post paid) to CHARLES GURNEY, mining commission agent, Hall of Commerce, Threadneedle-street, London, will meet prompt attention.

RAILWAY WAGONS.—WM. A. ADAMS MIDLAND WORKS, BIRMINGHAM.

BROAD AND NARROW GAUGE COAL AND IRONSTONE WAGONS, IN STOCK—FOR SALE OR HIRE.

WILLIAM THOMPSON'S SON AND CO., CARDIFF AND NEWPORT.—SHIPPERS OF IRON, COAL, AND COKE.

TO RAILWAY COMPANIES, ENGINEERS, AND CONTRACTORS.—A GENTLEMAN, 31 years of age, who has had 17 years' practice on RAILWAY and other PUBLIC WORKS, for the last 10 years has had the ENTIRE CHARGE and MANAGEMENT in EXECUTING several EXTENSIVE CONTRACTS, is desirous of again ENTERING into a SIMILAR ENGAGEMENT, either in England or elsewhere. Most satisfactory testimonials as to ability, integrity, and perseverance, can be obtained.—Address, "S. X. Y.," care of S. and T. Gilbert, book-sellers, &c., 4, Copthall-buildings, London.

INVESTMENTS IN IRELAND.—Messrs. TOWNSEND AND LOCKE FURNISH OPINIONS, &c., on the AGRICULTURAL VALUE and MINERAL RESOURCES of ESTATES FOR SALE, and MAKE SELECTIONS for INTENDING PURCHASERS.—48, Sackville-street, Dublin.

CAPT. THOMAS DUNN, of TAVISTOCK, undertakes to INSPECT, REPORT, and SURVEY any MINES or MINERAL PROPERTY in ENGLAND, IRELAND, SCOTLAND, or WALES. No objection to take the management of any mine or mines in the neighbourhood of Tavistock.

WANTED.—A HIGH-PRESSURE BOILER, plain, with hemispherical ends, about 3 ft. 6 in. diameter, and 25 ft. long, plates ½ in., and well equal to a pressure of 60 lbs.—Apply to "A. Y. Z.," Mining Journal office, 20, Fleet-street, London.

FOR SALE.—A SECOND-HAND SIX-WHEEL 1000-MOTIVE ENGINE and TENDER, in good order; will be sold a bargain.—Apply to George Worsell and Co., railway wheel and axle manufacturers, Warrington.

STEAM-ENGINE.—FOR SALE, a 60-horse cylinder STEAM-ENGINE, nearly new, and of the best construction, with or without boilers.—Apply to Mr. Josiah Phillips, engineer, Marazion, Cornwall.

TO BE SOLD, BY PRIVATE CONTRACT, a 16-horse condensing HAND-GEAR STEAM-ENGINE, with two strong SPUR WHEELS, WINDING-SHAFT, and DRUMS, made by Sherratts, of Salford, and in excellent condition.—Apply to JAMES HOWARD, Lordship Colliery, Turner-lane, Ashton-under-Lyne, near Manchester.

A 30-inch CYLINDER STEAM-ENGINE FOR SALE.
NANSEGGOLLAN MINE, CROWAN, CORNWALL.—TO BE SOLD, BY PRIVATE CONTRACT, an excellent 30-inch cylinder STEAM-ENGINE, 9 ft. by 8 ft. stroke (manufactured within the last two years by Messrs. Sandys, Vivian, and Co., Hayle Copperhouse), with one boiler, about 9 tons, cisterns, and all wood work of engine-house and boiler-house, &c.

For a view of the same, apply to Capt. John Reynolds, Nanseggollan Mine, Crowan; and for further particulars, and to treat for the same, application must be made to Capt. Nicholas Vivian, Camborne; or to Mr. Henry V. Newton, auctioneer and licensed emigration agent, Camborne.—Camborne, Cornwall, Oct. 20, 1853.

COAL PROPERTY.—FOR SALE OR LEASE, the valuable SEAM of COAL under the SALISBURY ESTATE, in Chesterfield county, in the State of Virginia. The coal is of excellent quality, suitable for the manufacture of gas, and general manufacturing purposes. The estate, containing about 1500 acres, has been thoroughly proved by the works of the Chesterfield Coal and Iron Mining Company, whose property bounds three sides of the Salisbury estate.—Applications for information to be addressed to Mr. G. P. BERRISDALE, Newcastle-upon-Tyne.

TO CAPITALISTS.—CARMARTHENSHIRE AND GLAMORGANSHIRE, SOUTH WALES.—THE AGENT of an ESTATE, comprising 12,000 acres, calls the attention of IRONMASTERS, COLLIERIES, MANUFACTURERS, and CAPITALISTS in general, to the announcement, that he is prepared to ENTER into ARRANGEMENTS with respectable parties for the LEASING, on long terms of various descriptions, of ANTHRACITE, BITUMINOUS, and STEAM COAL, and CULM, IRONSTONE, LIMESTONE, MARBLE, FLAG, and other QUARRIES, FIRE CLAY, and BRICK EARTH, with easy communication by railway and canal with the seaport towns of Llanelli and Pembrey; also, SITES for the ERECTION of MANUFACTORIES, &c.—For particulars, apply to Mr. F. L. BROWN, solicitor, or Mr. W. ROSS, mineral agent, Llanelli, Carmarthenshire.

TO COAL MINERS AND OTHERS.—TO BE LET, at a royalty or free share, a COLLIERY, and the COAL under about 200 acres of LAND, in the county of Somerset, having pits (which have been sunk at a large expense), coal-barton rights of landing, &c. The principal pit (where the coal has been but little worked) is of the depth of between 30 and 60 fms. The seams are of considerable thickness, and the coal is of good quality. The colliery is near the Bristol and Exeter Railway, commanding the markets of the West of England, which are now principally supplied from Wales at a heavy cost. Full opportunity will be allowed for proving the coal and the colliery previously to a lease being taken.—For particulars, apply to J. and H. LITTLE, solicitors, Small-street, Bristol.

IMPORTANT TO IRONMASTERS.—NOTICE.—That a large quantity of IRON ORE, on the Mulgrave Estate, near Whitby, belonging to the Marquess of Normanby, is now ready TO LET. This immense seam runs for about five miles along the cliffs facing the German Ocean, is from 8 to 15 ft. in thickness, and is allowed by competent authority to be much the richest ironstone yet discovered in Cleveland. It is within 16 miles by sea of Hartlepool, and 29 of Middlesbrough, both the above places now becoming celebrated for the manufacture of iron. The seam will be divided, so as to suit companies; and further information may be obtained, on application to Mr. Kerr, at Lythe Hall Office, near Whitby.

Lythe Hall, October 7th, 1853.

TO BE LET, the LOWER VEINS, or SEAMS, of ANTHRACITE COAL in an ESTATE near the Port of Saundersfoot, Pembrokeshire. This anthracite is of very superior quality.—Apply to Mr. JOSHUA RICHARDSON, C.E., Neath, South Wales.

TO BE LET FOR A TERM OF YEARS, OR SOLD, a valuable TRACT, containing all the well-known VEINS of ANTHRACITE COAL and IRON MINE of the county of GLAMORGAN.—For further particulars, apply to "D. E. F.," Post-office, Neath.

PROCKTER UNITED.—We would ADVISE the adventurers in these mines NOT TO SELL THEIR SHARES at the quoted price. We consider the property worth more than double the amount, as the prospects are good, and we shall come into the market in the course of a short time with a parcel of rich lead ore.

Dec. 1, 1853. WILLIAM RICHARDS, JOHN DALE.

FOX TOR TIN MINING COMPANY.—The OFFICES of this company are REMOVED to No. 9, AUSTINFRIARS.

TREBURGET CONSOLS MINING COMPANY.—The OFFICES of this company are REMOVED to No. 9, AUSTINFRIARS.

TREBURGET CONSOLS MINING COMPANY.—At a SPECIAL MEETING of the Committee of Management of this company, held this 25th day of November, 1853.

That notwithstanding the repeated advertisements in the public papers of the shares No. 501 to 982 and 1001 to 1515 being still fraudulently retained, and on which shares no money whatever has been paid, it was resolved, that the number of shares be reduced to 25,000 of £1 each instead of 50,000 at 10s. each. That from henceforth no shares be recognised by the company except those of £1 per share, such shares being properly stamped, and duly signed by two members of the committee of management, and counter-signed by the secretary.

That the shareholders be requested to leave their shares with the secretary, in order to have them exchanged for the new scrip.

That the above resolutions be printed and circulated among the shareholders, and advertised in the morning papers and *Mining Journal*.

JOHN MARSHALL, Chairman.
J. HUNTER, Secretary.

GREAT POLGOOTH MINE.—FIRST INSTALLMENT OF TEN SHILLINGS OF CALL OF FIFTEEN SHILLINGS PER SHARE.—The committee appointed by the adventurers in the above mine at a general meeting, held 8th September last, now EARNESTLY CALL upon those adventurers who have not yet paid the above installment, TO FORWARD the same forthwith to the London and County Bank, 21, Lombard-street. It can scarcely be expected that gentlemen will undertake the management of so extensive and important a property, however great the results are likely to prove hereafter, if they are not furnished with the means to carry out the system agreed to by the adventurers themselves, and for which they voted the necessary funds. Every information respecting the above mine, and access to all the books and papers connected therewith, may be had by any adventurer at the offices of the secretary, 58, Old Broad-street.

Dated Nov. 19, 1853. By order of the Committee, WM. C. FOULKES.

WHEAL FORTUNE (SOUTH TAWTON) MINING COMPANY.—At the BI-MONTHLY MEETING of the shareholders of this company, held at the offices of the company, No. 1, Cushion-court, Old Broad-street, on Tuesday, the 29th day of November, 1853.

OSMUND LEWIS, Esq., in the chair.
The minutes of the last meeting were read and confirmed.

Resolved.—That a call of 1s. per share be and is hereby made upon the shares of the company, and that the same be payable at the office of the company, on or before Tuesday, the 6th of December next.

Resolved.—That the following shareholders be and are hereby elected the committee of management until the next bi-monthly meeting:—Messrs. Hill, Lewis, Crossley, Davall, jun., Harvis and Lawrence.

Resolved.—That Messrs. Lewis and Davall, jun., be and are hereby appointed the trustees of the company.

OSMUND LEWIS, Chairman.
1, Cushion-court, Old Broad-street, Nov. 29, 1853.

Statutes of Cornwall.—In the Vice-Warden's Court.

HENRY JOELL (Plaintiff), and JAMES HERRON (Defendant).

IN RE GREAT WHEAL ALFRED MINE.

NOTICE IS HEREBY GIVEN, that pursuant to an ORDER, or DECREE, made in this cause, on the 12th day of November, 1853, a PUBLIC AUCTION will be HELD at the White Hart Hotel, Hayle, on Wednesday, the 14th day of December next, at Three o'clock in the afternoon, for SELLING EIGHT (1024th) PARTS, or SHARES, of the said Defendant, and in the said MINE, or as many of the said shares as shall be necessary to satisfy the said Order, or Decree, and the like PARTS, or SHARES, of and in the ORES, HALVANS, ENGINES, MACHINERY, and MATERIALS, and OTHER EFFECTS, upon and belonging to the said MINE.—For further information, application may be made to Messrs. Roscorla and Davies, solicitors, Penzance; or to Mr. Stokes, solicitor, Truro. Dated Registrar's Office, Truro, Nov. 30, 1853.

Statutes of Cornwall.—In the Vice-Warden's Court.

NOEL v. POWNALL.—SAME v. HERRON.

IN RE TRANNACK AND ROSENCE MINE.

NOTICE IS HEREBY GIVEN, that pursuant to TWO several ORDERS, or DECREES, made in the above-mentioned causes, and bearing date respectively the 12th day of November instant, a PUBLIC AUCTION will be HELD at the White Hart Hotel, Hayle, on Wednesday, the 14th day of December next, at Three o'clock in the afternoon, for SELLING TWENTY (1024th) PARTS, or SHARES, of the Defendant, Robert Pownall, and TWENTY (1024th) PARTS, or SHARES, of the Defendant James HERRON, of and in the said MINE, and of and in the ORES, HALVANS, ENGINES, MACHINERY, and MATERIALS, and OTHER EFFECTS upon and belonging to the said MINE.—For further information, application may be made to Messrs. Roscorla and Davies, solicitors, Penzance; or to Mr. Stokes, solicitor, Truro.—Dated Registrar's Office, Truro, Nov. 30, 1853.

MOUNT'S BAY, PENZANCE, CORNWALL.—VALUABLE PROPERTY FOR SALE.

MR. JOHN SCORSE WILL SELL, BY PUBLIC AUCTION, at the Railway Hotel, Penzance, all those desirable PREMISES called the "BATHS," with the valuable and improvable PLOT OF GROUND adjoining and surrounding the same, situate on the Esplanade, PENZANCE, now in the occupation of the proprietor, Mr. Timothy Burt, and held by him under a lease from the corporation of Penzance, for the term of 100 years, 10 of which have already expired, subject to the annual conventional rent of £1 10s. only. These premises are delightfully situate on that beautiful promenade called the Esplanade, commanding a magnificent view of the Mount's-bay and St. Michael's-mount. Immediately below the Esplanade, and within a few yards of the Baths, is a beautiful beach, where bathing machines may be kept in the summer months, attached to the establishment, for the accommodation of those who prefer bathing in the open sea, from whence a considerable revenue may be derived, and being so near the sea, salt water is conveyed into the baths in any quantity, without difficulty. There are, at present, four bath rooms constantly in use, well fitted-up, and supplied with every convenience. Independently of the baths, these premises, as they now stand, contain several suites of large airy rooms, overlooking the bay, affording accommodation for families, especially for invalids, during the greater part of the season. The climate here being proverbially mild and salubrious, and having a space of about 100 ft. in length at the west end, and about 50 ft. in breadth, unoccupied, a little outlay in erecting other buildings would increase the value of the property considerably. The situation of this property is generally allowed to be the most beautiful in the west of England, and when the railway (which is rapidly progressing) is completed through Cornwall, this property will become invaluable. Mr. Burt is induced to offer this property for sale, from a feeling that at his advanced age, he will be unable to carry on the anticipated increase of business at this establishment, consequent on the railway communication now in progress with the metropolis and other parts of the kingdom, which cannot fail to bring visitors from all parts to enjoy the salubrity of the climate, and the beautiful and picturesque scenery of Penzance and the neighbourhood. The attention, therefore, of capitalists who wish certain and ample return for their outlay is particularly invited. For viewing the premises, application may be made to Mr. Burt, the proprietor; and for all further information, to the auctioneer; or to Mr. Forfar, solicitor, Helston.

Helston, dated Nov. 18, 1853.

MR. JOHN WOODMASS WILL SELL, BY AUCTION, at the house of Mrs. Dodd, Golden Lion Inn, ABERCROMBIE, on Friday, the 5th December, 1853, at Six o'clock in the evening, all that valuable LEAD ORE MINE, known by the name of CALVERT, situate in TYNE HEAD, and held under lease of S. R. Fyfe, Esq., with all ORE, MINERAL, and MATERIAL thereto belonging.—Mr. John Wilkinson, of Shield Hill, Garrigill, will show the mine; and further particulars may be known on application to the auctioneer.

TWO THOUSAND TWO HUNDRED SHARES IN THE MOLLAND COPPER MINE, DEVON, IN WHICH GOLD ORE HAS BEEN DISCOVERED.

MR. C. WARTON is directed by the Committee of Management, pursuant to the Regulations of the Company, to SELL, BY AUCTION, at the Mart, on Wednesday, the 14th of December, at Twelve o'clock, in 20 Lots, ONE THOUSAND AND FORTY-TWO FORTY-TWO SHARES IN THE MOLLAND MINE (which is divided into 10,000 shares), producing copper of good quality, and gold in the gross of a remunerative amount.—Particulars may be had at the Mart; of Mr. Nicholas, secretary, Old Broad-street; and of Mr. C. Warton, 28, Threadneedle-street.

ONE THOUSAND AND FORTY-TWO SHARES IN WHEAL PERU SILVER LEAD MINE, IN THE PARISH OF PERRANZABULOE, CORNWALL.

MR. C. WARTON is directed by the Committee of Management, pursuant to the Regulations of the Company, to SELL, BY AUCTION, at the Mart, on Wednesday, the 14th of December, at Twelve o'clock, in 20 Lots, ONE THOUSAND AND FORTY-TWO FORTY-TWO SHARES IN WHEAL PERU, a very promising silver-lead mine; with like shares in the valuable machinery, reserved fund, &c.; free of calls to the present time.—Particulars may be had at the Mart; and of Mr. C. Warton, 28, Threadneedle-street.

MINE MATERIALS FOR SALE.

MR. PETER HAMBLAY WILL SELL, BY PUBLIC AUCTION, on Tuesday, the 12th of December, 1853, at WHEAL MAY, in the parish of Botolph Claydon, Cornwall, the following valuable MINE MATERIALS:—A superior ROTARY STEAM-ENGINE, with boiler complete, shears and pulley, balance-30, bearings, and brasses.

99 ft. 3 in. pumps.
10 ft. 8 in. working-barrel.
1 pair strapping-plates.
2 iron blocks.
2 iron, winch-chain.
80 fms. 5 in. new winch-ropes.
6 buckets and prongs.
Sieves, wheelbarrows.
Flange bolts and nuts.
Bucking-plates.
Kibbles.
Several lots timber, iron, &c.

30 fms. ladders.
Horse-whims.
Furrow-heads and sheaves.
2 iron, winch-chain.
80 fms. 5 in. new winch-ropes.
15 fms. tackle-ropes.
Crabb winch.
3 new water-barrels.
Beam and scales.
30 fms. 7 in. ladders.
40 fms. wood air-pipe.

Single, double, and triple iron blocks.
2 pair strapping-plates.
2 iron, winch-chain.
80 fms. 5 in. new winch-ropes.
15 fms. tackle-ropes.
Crabb winch.
3 new water-barrels.
Beam and scales.
30 fms. 7 in. ladders.
40 fms. wood air-pipe.

The auctioneer begs to call the attention of mine agents to the above materials, as they are in excellent condition, the greater part having been recently laid in new. Refreshment at Eleven, and the sale to commence at Twelve o'clock.

Dated Old Park, Liskeard, Nov. 29, 1853.

VALUABLE MINE MATERIALS FOR SALE.

TO BE SOLD, BY PUBLIC AUCTION, on Tuesday, the 13th day of December inst., at SIDNEY GODOLPHIN MINE, in the parish of Breage, commencing at Ten o'clock in the forenoon, the whole of the MATERIALS in and upon the said MINE, comprising a 30-in. cylinder PUMPING-ENGINE, 9 ft. stroke, equal beam, manufactured by Messrs. Harvey and Co., of Hayle, within the last three years, with 10 tons of boiler, and first piece of rod.

1 capstan (iron axle), with shears and sheaves, complete.
1 12 ft. 8 in. working-barrel.
1 6 ft. 10 in. windbore.
1 10 ft. 8 in. sinking windbore.
1 6 ft. 10 in. windbore.
1 6 ft. 10 in. windbore.
1 6 ft. 10 in. windbore.
1 6 ft. 10 in. windbore.

1 wrought-iron drying-tube, 26 ft. long.
3 ft. diam., ½ in. thick.
2 9 ft. 3 in. brass buckets, with prongs, valves, &c.
2 8 in. ditto.
2 large wood cisterns.
5 horse-whims, with shaft tackle, complete.
8 horse-whims kibble.
3 whidderly, and several winch (100 fms. 5 in. main rods).
8 pair strapping-plates, flange and rod.
80 fms. of iron stove ladders.
300 fms. of wood air-pipe.
A large lot of 7-16 winch-chain.

1 40 inch smith's bellows, anvil, vice, screw-stock, taps, plates, with smith's and miners' tools; 1 set of shaft rollers, sampling plates, 2 beams and scales, new and old iron, timber, sheds, coals, and other materials, with the Account-house Furniture.

Further information may be had of the agents on the mine.—Dated Nov. 29, 1853.

THE STEANDER FLAX MILLS, LEEDS.—PRELIMINARY ANNOUNCEMENT TO FLAX SPINNERS, MANUFACTURERS, AND OTHERS.

Very IMPORTANT SALE of the whole of the truly valuable and MODERN MACHINERY for PREPARING and SPINNING FLAX, in the above Mills.

STEAM-ENGINE FOR SALE BY AUCTION.
MR. GUMMOE has received instructions to **SELL, BY AUCTION** (unless previously disposed of by private contract, of which due notice will be given), at Great Wharf, Barking, in the parish of St. Andrew, on Tuesday, the 25th inst., at 2 o'clock in the afternoon, an excellent 30-horse power **STAMPS ENGINE**, 8 feet stroke, with a boiler of 11 tons, two fly-wheels, about 22 tons, and cast-iron axles, with 24 shafts of stamps complete.

Further information may be obtained on application to Mr. Kitchener, 50, Threadneedle-street, London, or to the auctioneer, at his office, St. Andrew's, Dec. 2, 1853.

SOUTH STAFFORDSHIRE.—TO IRONMASTERS, COALMASTERS, CAPITALISTS, AND OTHERS.
VERY VALUABLE THICK COAL AND IRONSTONE MINES, HAWBISH, BRETTELL LANE, KINGSWINFORD.

MESSRS. OATES AND PERREN have been honoured with instructions from Messrs. Wheeler to **OFFER FOR SALE, BY AUCTION**, on Tuesday, 20th December, 1853, at Four for Five o'clock p.m. precisely, at the Talbot Hotel, Stourbridge (unless an acceptable offer be previously made by private contract, of which due notice will be given), in the following or such other Lots as shall be determined by the vendors, and subject to conditions that to be produced, the **THIRTY** of that extremely valuable and most desirable **MINERAL ESTATE**, called or known as the "**HAWBISH ESTATE**," situate at Bretzell-lane, in the parish of Kingswinford, in the county of Stafford, and containing similar valuable **MINES OF THICK OR TEN YARD COAL, BROOCH COAL, IRONSTONE, &c.**, to those found on the adjoining collieries of Messrs. Farnstone and others, headings from which have been driven under the estate to the extent of about 400 yards, which may be made available in the workings of the mines, fully proving the existence thereof of the extremely valuable mineral stratum of the surrounding highly prolific district, while containing by measurement 34 1/2 a. 33r. The surface of the estate (under which is an excellent **MINE OF SURFACE RED BRICK CLAY**, and which is proposed to be sold or let with the mines), consists of extremely valuable **Meadow, Pasture, and Arable Land**, together with a commodious **Farm-house, Barns, Outbuildings, Yards, and extensive STABLEING** thereon, which have been recently placed in a substantial state of repair, and will form a great portion of the plant required for the formation of a new colliery.

There are upon the estate **NINE COTTAGES AND GARDENS**, and two substantial **HOUSES** with **OUTBUILDINGS**, suitable for the residence of a manager and clerk, which will be also offered with the estate, either in fee-simple, or upon lease on the usual terms, as may be agreed upon.

TWO extremely valuable **FIELDS OF LAND** in the southern portion of the estate, fronting to Bretzell-lane, and admirably adapted for building purposes, and may be with great advantage offered in building lots, for which there is considerable demand, by the purchaser of the estate; they contain by measurement 6 a. 1 r. 3 p., or thereabouts, and are included in the quantity as above stated.

This most desirable estate is situated near Bretzell-lane turnpike-gate, and adjoins the Stourbridge and Dudley turnpike-road, to which it has excellent frontage, is within 1 1/2 mile of Stourbridge, 3 1/2 miles from Dudley, 1 mile from the important neighbourhood of Worsley and the glass manufacturing district, close on the verge of the iron district, where at this time coal is becoming extremely scarce, and 7 miles only from Kidderminster, to all of which districts it will offer the advantage of the nearest land sale, the demand extending from 500 to 1000 tons weekly upon an average. It is within one-third of a mile from the Bretzell-lane Station of the Oxford, Worcester, and Wolverhampton Railway, and a less distance to the Stourbridge Canal, in short, it affords to an enterprising speculator a ready and certain means of realising an ample fortune in a very limited period.

Particulars, with lithographic plans, showing the estate, will be prepared and distributed prior to the sale, and may be had at the offices of the *Midland Counties Herald*, Birmingham; *Aris's Gazette and Journal* offices, Birmingham; at the offices of the *Wolverhampton Chronicle*; and the *Mining Journal* office, London; at the place of sale, and the plans in the neighbourhood of Messrs. Wheeler's offices, at Bretzell-lane Ironworks; or of the solicitor or auctioneer, Messrs. Wheeler, who will appoint a person to show the estate upon application at their offices. And for further information, apply to Mr. Harward, solicitor, or the auctioneers, both of Stourbridge.

PUBLIC SALE OF PIG-IRON UNDER WARRANT OF THE SHERIFF.—There will be **SOLD, BY PUBLIC AUCTION**, in the Sample Room, Virginia-buildings, **TWO THOUSAND TONS MIXED NUMBERS PIG-IRON**, C. M. B. (warrants for prompt cash), on Monday, the 5th of December, at Twelve o'clock noon.

WM. CONNALL AND CO., Brokers.
Glasgow, Dec. 1, 1853.

VALUABLE COAL AND MINERAL FIELD.

Adjoining GLASGOW, in the centre of its manufactures and public works, within a quarter of a mile of the River Clyde, at Rutherglen Bridge, and a mile and a half from the Broomfield, or Harbour of Glasgow.

TO BE SOLD, BY PUBLIC ROUP, within the Royal Exchange Sale Rooms, Queen-street, Glasgow, upon Wednesday, the 14th day of December next, at Two o'clock, unless previously disposed of by private contract, the **REAR OF COAL AND MINERALS** in from 35 to 40 imperial acres of the **LANDS OF BRIDGEHEAD**, bounded on the north and north-east by the turnpike road from Glasgow to Dalmar-nock Bridge; on the east by the property of the Glasgow and Suburban Gas Company, and the lands belonging to Messrs. Henry Monteith and Co.; on the south by the said lands belonging to Messrs. Henry Monteith and Co., so far as the coal and minerals in the same are not reserved; and on the west by the turnpike road leading from Glasgow to Rutherglen, including a portion of ground adjoining the field here described, and lying on the west side of said road leading from Glasgow to Rutherglen. Along with the coal and minerals, there will be sold about two acres of ground, in the centre of the coal-field, and affording ample space for sinking pits and bing, and with access to markets on all sides.

The coal in the above lands, and known and worked in the lands to the east, south, and north of the same, consists of the Upper, Ell, Main, Humph, and Splint seams, averaging about 18 feet thickness in all.

The existence of valuable seams of coal has been proved, by boring in the Green, or Public Park of Glasgow, immediately to the west of Bridgehead, as appears from reports submitted to the Corporation from time to time, and printed for circulation among the Members of Council. Various other seams of coal exist below these above given, and ironstone, including the blackband, has been worked in the adjacent coal-fields.

The coal in question can be sent to every part of Glasgow and its manufactures, and has access to its harbour and river, free of all tolls, the distances of transport varying from a few hundred yards to a couple of miles; and there is a ready market for the ironstone.

Difficulties, consequent on the nature of the stratum above the Bridgehead coal, have hitherto prevented attempts to work the same. By modern improvements in raising, these difficulties are now entirely overcome; and a great number of coal-fields, both in England and Scotland, in which these obstacles existed to a much greater extent than at Bridgehead, are now in extensive and profitable operation.

A great portion of the land in which the coal and minerals above described are situated, is either unutilized upon or occupied by streets or buildings of little value. From the nature of the stratum, there is little or no danger of surface damage in working the coal now advertised. The amount of the risk may be estimated from the fact that the coal in land bounding that now advertised, and on which erections of great value were placed, was lately sold (the price being fixed by arbitration) to the proprietors of the soil for £500 per acre. The coal so sold was situated, as regards markets, in a situation much inferior to that now offered for sale, and was subjected to turnpike tolls on its way to market.

The proprietors of the coal and minerals above described, though preferring a sale, do not object to let the same to a tenant and enterprising tenant, on conditions which will be stated to applicants for a lease.

Lithographed plans of the coal-field and lands, showing their situation as regards Glasgow, its manufactures, harbour, &c., &c., may be had, together with all necessary information, by application to Messrs. C. D. Donald and Sons, writers, Glasgow, in whose hands are the title deeds; Messrs. Graham, Weems, and Graham, parliamentary solicitors, Great George-street, Westminster; or to Thomas Graham, Esq., Hatton Hall, Wellington, Northamptonshire.—Glasgow, October, 1853.

TO IRONMASTERS.—JEREMIAH BROWN AND CO. ARE NOW PREPARED TO ENTER INTO ARRANGEMENTS TO ERECT THEIR PATENT MACHINE FOR COMPRESSING PUDDLED BALLS, AND DOUBLING THE SAME IN THE ROLLS. By adopting this machine, bars may be produced to 6, 7, 8, or 9 inches wide, or wider if required, direct from the puddled ball. In Yorkshire and Staffordshire, where these machines are adopted, broad bars are rolled suitable for piles, for large rails, boiler-plates, &c. Iron from the Downland Ironworks, and other extensive works in Wales, has been sent to Staffordshire to test the machine, and it proved to be the best modern invention ever used; requiring no manual labour, and the most tender iron is made into the broadest of bars. The operation of the machine greatly improves the quality of the iron. It is now working for thirty furnaces, and is capable of working for as many more.—Application to be made to Jeremiah Brown and Co., Kingswinford, near Dudley, Staffordshire.—Oct. 31.

SMOKELESS FURNACES.—MR. LEE STEVENS respectfully solicits EARLY INTIMATION about FURNACES required to be FITTED during the winter, the advancing price of materials, and increasing demand for skilled labour, may not prevent the prompt execution of orders on current terms.

COPY OF LATEST TESTIMONIAL.

To Mr. JOHN LEE STEVENS, 1, Fish-street-hill, City.

DEAR SIR,—Your Patent Smokeless Furnace, adapted by me to a boiler for Messrs. Beaman and Oxley, King-street, Southwark, answers so admirably, that I have, with your sanction, applied the invention to my own boiler, and the result is, in every respect, most satisfactory. I shall certainly recommend this simple and economical system as the best, as well as the cheapest, means of saving fuel and preventing smoke; and I shall be happy to undertake the erection of your furnaces in any part of the metropolis.

Remaining yours very truly,

WALTER H. SISTERSON, Engineer.

Information respecting **LICENSES TO MANUFACTURE OR USE THE PATENT SMOKELESS FURNACES**, for LAND AND MARINE BOILERS, STILL, COPERS, &c., is given by Mr. JOHN LEE STEVENS, the patentee, at the offices, 60, King William-street, and 1, Fish-street-hill, City, London, where other testimonials, &c., may be obtained, and references to firms in London and elsewhere, on whose premises the invention is in daily operation.

SAMUEL HALL'S PATENT SMOKE-CONSUMING, FUEL-SAVING, SELF-FUEL-SUPPLYING, AND OTHER FURNACES.—The Patentee has taken out seven several patents for consecutive improvements in **SMOKE-CONSUMING FURNACES**, some supplied with fuel, as above, and others by hand; and he confidently asserts that most of the various patents (but particularly those of one patentee) which have been obtained for consuming smoke since the enactment of the New Patent Law, are as far as they have been specified, or otherwise made public, mere copies, imitations, and infringements, of one or more of his patents, and some of them will, ere long, be submitted to the proper tribunals. Models, drawings, &c., of the above various furnaces, and the opinions of Prof. Brande, the late Sir William Pilett, Solicitor-General, and John Cowling, Esq., barrister, respecting the principles and apparatus secured by the first four of the above-mentioned patents, may be inspected at Samuel Hall's offices, No. 19, King's Arms-yard, Moorgate-street, London.

NEW PATENT ACT, 1852.—MR. CAMPIN, having advocated the Patent Law Reform before the Government and Legislature, and in the pages of the *Mining Journal*, &c., is now **READY TO ADVISE AND ASSIST INVENTORS** in OBTAINING PATENTS, &c., under the NEW ACT.

The Circular of Information, gratis, on application to the Patent Office and Designs Registry, 150, Strand.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

DEPARTURES OUTWARDS.

INDIA AND CHINA, via EGYPT.—For Aden, Ceylon, Madras, Calcutta, Penang, Singapore, and Hong Kong, on the 4th and 20th of every month from Southampton; and on the 10th and 26th from Marseilles.

AUSTRALIA via SINGAPORE.—For Adelaide, Port Phillip, and Sydney (touching at Batavia), on the 4th January, and 4th of every alternate month thereafter from Southampton; and on the 10th January, and 10th of every alternate month thereafter from Marseilles.

MALTA AND EGYPT.—On the 4th and 20th of every month from Southampton; and the 10th and 26th from Marseilles.

MALTA AND CONSTANTINOPLE.—On the 27th of every month from Southampton.

MARSEILLES AND THE COAST OF ITALY.—From Marseilles to Genoa, Leghorn, Civita Vecchia, and Naples, on the 15th and 30th of every month; and from Naples to Civita Vecchia, Leghorn, Genoa, and Marseilles, departing from Naples on the 10th and 25th of the month.

SPAIN AND PORTUGAL.—For Vigo, Oporto, Lisbon, Cadiz, and Gibraltar, from Southampton, on the 7th, 17th, and 27th of every month.

CALCUTTA AND CHINA.—Vessels of the Company ply occasionally (generally once a month) between Calcutta, Penang, Singapore, Hong Kong, and Shanghai.

For further information, and tariffs of the Company's rates of passage-money and freight, for the plans of the vessels, and to secure passages, &c., apply at the Company's offices, 122, Leadenhall-street, London; and Oriental-place, Southampton.

GALVANIZED IRON ROOFS, AND WIRE STRAND FENCING.

MR. HENRY J. MORTON, GALVANIZED AND CORRUGATED IRON ROOFING WORKS, No. 9, ALBION STREET, LEEDS.—THE ORIGINAL MANUFACTURER OF THE PATENT STRAND FENCING, formed of twisted wires, for parks, pleasure grounds, railways, inclosures, &c. Upwards of 600 miles have been fixed in this country, and it is admitted to be the most efficient fence in use. Price from 1 s. 4d. to 2 s. per yard, fixed, according to the kind of fence.

IRON RULERS, GATES, & SOLID WIRE FENCING, manufactured at low prices.

GALVANIZED GUM NETTING, very strong and neat, and NEVER REQUIRING PAINTING. 2 ft. wide and 2 in. mesh, 74, 96d., and 1 s. 0d. per yard.

GALVANIZED IRON GUTTERS, for farm buildings, mills, &c., 1 s. 4d. per yd.

GALVANIZED IRON ROOFING, for farm buildings, mills, &c., 1 s. 4d. per yd.

ASPHALTED ROOFING FELTS, 14. per square foot.

GALVANIZED SIGNAL CORD, formed as a twisted cord or rope, for mines, from 1 s. per 100 yards.

For prices, drawings, and estimates, apply at the manufactory, 9, Albion-street, Leeds, Sole Agent for the Fire Annihilator Machines, and Kuper's Improved Patent Wire Ropes.

ORE CRUSHING.—CAUTION.—I hereby **CAUTION** all persons **MANUFACTURING, USING, AND SENDING**, without special license from me, **MACHINES** for the purpose of **CRUSHING, PULVERIZING, AND AMALGAMATING** mineral and other substances, in which **BALLS OR SPHERES ARE USED IN CONNECTION WITH, OR MOVED BY, A REVOLVING PLATE OR PLATES**, the same having been secured to me through, and in the name of, my agent, C. J. Wallis, under various modifications, by Her Majesty's Letters Patent for England and the Colonies, dated June and December, 1852. Signed, J. W. COCHRAN.

PERKES'S PATENTED MACHINERY FOR THE REDUCTION OF ORES, &c.—GOLD QUARTZ COMPANIES, MINING COMPANIES, AND OTHERS, REQUIRING MACHINERY FOR WORKING AUERIFEROUS AND OTHER ORES, are respectfully informed that the **PATENTED MACHINERY**, invented by the undersigned, will operate upon more quartz per day, and at a less cost of power, than any other machines hitherto made, and which he guarantees will by far supersede every description of revolving or stationary pans with one or more balls working within them, but which are also included in his patent; and that no one else has, or can have, a valid patent for such apparatus in this country; and **NOTICE IS HEREBY GIVEN**, that **PROCEEDINGS WILL BE ADOPTED FORTHWITH AGAINST ANY PARTY USING, OR PURCHASING, SUCH MACHINES WITHOUT HIS LICENSE AND AUTHORITY**; but if any party chooses to adopt such revolving pans with balls for their operations, he will be happy to supply them at a cost of not exceeding £450 each.

SAMUEL PERKES, Engineer and Patentee, 1, Walbrook, City, Nov. 5, 1853.

THE CHEAPEST AND MOST POWERFUL QUARTZ CRUSHER

yet invented is **BAGGS'S STEAM STAMP**, protected by a double patent. A small 4-horse engine will crush 30 tons of quartz or ore in 12 hours. The engine is complete in itself, and needs no separate steam-engine, or other motive power, to keep it in action.—To be seen every day at 33, Borough-road.

These stamping-engines are capable of **CRUSHING BLOCKS A FOOT SQUARE.**

EXTRACTION OF GOLD AND SILVER FROM THEIR ORES.

—THE NEW RAPID AMALGAMATOR (BAGGS'S PATENT) requires ONLY HALF the usual amount of MERCURY, and effects an enormous SAVING OF TIME in the process of AMALGAMATION. THE NEW MERCURIAL SEPARATOR, secured under the same patent, effects a complete separation of the mercury from the refuse quartz, after the process of amalgamation is complete, in the space of a FEW SECONDS, instead of requiring, as at present, a tedious operation of some two HOURS. In these machines, improved mechanical arrangements are aided by the most powerful chemical affinity, and from the principles introduced, it is next to impossible for a particle of gold to escape. The three following companies have already adopted these important improvements:—The Anglo-Californian Gold Mining, the Alliance Californian Gold Mining, and the Anglo-Australian Gold Mining Company.

For terms of license, and other particulars, apply to Mr. Isham Baggs, Mining Journal office, 26, Fleet-street.

THE NEW STEAM STAMPS, FOR CRUSHING GOLD QUARTZ AND METALLIC ORES.—(BAGGS'S PATENT).

These powerful MACHINES are now TO BE HAD AT A SHORT NOTICE, and of any number of horse-power, from four to twenty.—All communications to be addressed to Mr. ISHAM BAGGS, at the office of the Mining Journal, 26, Fleet-street.

A 4-horse Steam stamp, complete, £160, royalty included, for cash, and other sizes at proportionate rates.

The following Testimonial of the power and efficacy of these engines is from the manager of one of the smelting establishments in South Wales, where steam stamps, of moderate power, under this patent, have been for some time in operation:

TO ISHAM BAGGS, Esq., LONDON.

DEAR SIR,—In reply to your letter of inquiry about the action of your Patent Stamping Machine, I beg to say that I have now had it fully at work for two months; the quantity of coarse metal it will crush with ease is about 20 tons in 10 hours—about two-thirds is crushed fine, the remainder would require to be stamped a second time, to reduce it to the same fineness. The steam used is very little, and the crushing force very great; large lumps of the metal (which is very hard) are immediately broken down—when I say large, I mean lumps as big as ordinary paving stones. I am now putting up the second machine which you sent me, and have no doubt it will give (as the first has already done) entire satisfaction. I am quite convinced that the principle is excellent, and far superior to any other mode of crushing.

Spittly Copper Works, Llanelly. I am, yours, &c., ALFRED TRUENAN.

The patent stamps may be used with atmospheric pressure, through the medium of a water-wheel, or other prime mover. The application is extremely simple, very powerful, and where a motive-force is ready at hand, the machines cost less than when steam is employed.

NOTICE.—TO GOLD COMPANIES, AND THE MINING WORLD GENERALLY.—THE NEW STEAM STAMPS.—One of these powerful ENGINES HAS JUST BEEN ERECTED, and is NOW SET TO WORK.

At Messrs. BURLEY AND BUNN'S, Engineers, No. 53, BOROUGH ROAD, where it may be seen in operation daily, and its powers subjected to any required test. These stamps, after the most careful inspection, have already been adopted by the following companies:

THE ENGLISH AND AUSTRALIAN COPPER COMPANY.

THE ANGLO-CALIFORNIAN GOLD MINING COMPANY.

THE ALLIANCE GOLD MINING COMPANY.

THE ANGLO-AUSTRALIAN GOLD MINING COMPANY.

THE MEXICAN AND SOUTH-AMERICAN MINING COMPANY.

THE ST. JOHN DEL REY (Gold, Brazil).

THE LINARES LEAD MINING ASSOCIATION (Spain).

THE LONDON AND CALIFORNIAN GOLD QUARTZ CRUSHING COMPANY.

THE ALMADEN MINING AND SALTING COMPANY (Spain).

THE SAN FERNANDO LEAD MINING COMPANY (Catalina, Spain).

THE NEW LINARES LEAD MINING ASSOCIATION (Spain).

And they are about being adopted by several other companies and private individuals, who have carefully tested the results of their crushing powers, and submitted their capabilities to the most severe tests. In proof of the utility of these engines, it may be observed, that the saving in manual labour which they will effect to one company alone (the St. John del Rey) will amount to many thousand pounds sterling per annum.—For cards to view the engine at Messrs. Burley and Bunn's, apply, by letter, to Mr. Isham Baggs, Mining Journal office, 26, Fleet-street, London, where any further particulars may be obtained on application.

IMPROVED STEAM HAMMERS.—MR. ISHAM BAGGS is now prepared to **SUPPLY** ironmasters, engineers, manufacturers, and miners, with **STEAM HAMMERS AND STAMPS** of the most IMPROVED CONSTRUCTION, for forging and hammering iron and other metals, driving piles, and stamping and crushing gold quartz, metallic ores, and minerals of every description. By the introduction of a principle recently patented by himself, in conjunction with Mr. Frederick Bramwell, C.E., no less than **FIFTY PER CENT.** of the STEAM now used is **SAVED**, while the blow struck is very much harder than in the engines now in use.

The **NEW STEAM-STAMPS**, for crushing ores, have been adopted by many of the leading companies, and they are now at work in various parts of North and South America, Australia, and England. They are eminently adapted for spalling, as well as crushing to fine powder, and they effect an enormous saving in superseding manual labour. A four-horse steam-stamp complete, with all the latest improvements, £160 (royalty included), for cash; a twenty-horse engine ditto, £250, and other sizes at proportionate rates. Contracts to be sent to Mr. Isham Baggs, Mining Journal office, 26, Fleet-street, London.

For further particulars, apply to Mr. Isham Baggs, Mining Journal office, No. 26, Fleet-street, London.

SEVERAL OF BAGGS'S PATENT STEAM STAMPS (at prices varying from £75 to £160) are NOW ON SALE, and READY FOR DELIVERY AT A DAY'S NOTICE. They effect an enormous saving of time and labour in spalling, cobbing, and crushing ores. All communications to be addressed, Mr. Isham Baggs, Mining Journal office, 26, Fleet-street, London.

MINING.—Much **MINING WEALTH** remains **UNEXPLORED** in consequence of the large capital necessary to try the real value of mining property. This object is now accomplished for a **SMALL OUTLAY**, without delay, by the **HIRE OF MEDWIN AND HALL'S PATENT PORTABLE STEAM-ENGINES**, for pumping, winding, &c. These engines may be rented for any time required, of 10, 14, 20, or 30-horse power, and upwards; are strong, simple, mounted on broad wagon-wheels, horse-shafts to remove at pleasure, may be set to work without delay of fixing brick-work, chimney, &c. Several are ready for delivery, either at rental or purchase.—Apply to Messrs. Medwin and Hall, engineers, 92, Blackfriars-road. Some of the above engines are already employed in mining purposes.

PATENT IMPROVED WIRE ROPE WORKS, MILLWALL, POPLAR.—A. J. HUTCHINGS AND CO., Sole Makers to the Lords of the Admiralty.—**FLAT ROUND AND FLAT ROPES**, of every description, suitable for mining operations or other purposes. **GALVANIZED OR UNGALVANIZED, MANUFACTURED upon an IMPROVED PRINCIPLE**, ensuring great pliability and durability. The superiority of these ropes over hemp ones, in point of strength, lightness, durability, and cost, is admitted by all who have tried them.

GUIDE ROPES, SIGNAL CORD, LIGHTNING CONDUCTORS, &c. Offices, 117, Fenchurch-street, London.

PRACTICAL TREATISE ON COAL MINING.—A PRACTICAL TREATISE ON THE WORKING AND VENTILATION OF COAL MINES, illustrated with sixteen large-sized Plans. Royal 8vo., 12s. 6d.

By JOHN HEDLEY, Mining Engineer.

London: John Weale, No. 59, High Holborn.

This work has been recently translated into French by the Belgian Government Commission of Mines.

A RUNDELL COPPER MINES, ASHBURTON, DEVON.—A NOTICE OF THE ORIGIN, PRESENT POSITION, AND PROSPECTS OF THIS MINING ENTERPRISE, by J. WHITTON ARUNDELL, Esq., has been published by Mr. Edgingham Wilson, 11, Royal Exchange, London, and may be ordered through any bookseller.—[A report of the general meeting on the 15th November appears in the Mining Journal of the 19th, p. 724.]

Just published, price One Shilling.

ASIATIC CHOLERA: ITS CAUSE AND CURE DISCOVERED AND DEMONSTRATED. By THOMAS HARVEY, Esq.

London: Edgingham Wilson, Royal Exchange.

One Vol. 8vo., greatly improved, Second Edition, price 16s. 6d.

ASTHMA, ITS VARIETIES AND COMPLICATIONS; with Practical Remarks on their Specific Treatment. To which is annexed, a succinct TREATISE on the principal DISEASES OF THE HEART. By F. H. RAMADORE, M.D., Fellow of the College of Physicians, and late Senior Physician to the Royal Infirmary for Diseases of the Chest.

London: Longman and Co.

GEOLOGICAL SURVEY AND MUSEUM OF PRACTICAL GEOLOGY, WITH TRADE PRICES.

Just published, in 4to., with 10 Plates, price to the Trade, 2s. 6d.; or in 8vo., price to the Trade, 1s. 8d.

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8. The GEOLOGICAL MAPS, and HORIZONTAL and VERTICAL SECTIONS of the GEOLOGICAL SURVEY of the UNITED KINGDOM, Coloured under the superintendence of Sir H. De La Beche, C.B., F.R.S., Director-General of the Survey.

London: Published for Her Majesty's Stationery Office by Messrs. Longman, Brown, Green, and Longmans.

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W. R. M'Phun, Publisher, Glasgow; A. Hall and Co., London. Sold by all booksellers.

PATENT LAW AMENDMENT ACTS, 1852.—COPIES OF SPECIFICATIONS under this Act, printed and published by authority of the Commissioners, are now in course of publication by EYRE AND SPOTTISWOODE, Her Majesty's Printers, East Harding-street, Fetter-lane, London. The prices are printed on the opposite page.

The First Number of a **WEEKLY CIRCULAR** relating to PATENTS will be published, by the authority of the Commissioners, in the first week of January, 1854.

The Act (16 and 17 Vic., c. 115, s. 4) directs that printed copies of specifications, duly certified and sealed in the Patent Office, shall be received in evidence in all courts within the United Kingdom of Great Britain and Ireland. The office charge for certifying and sealing is One Shilling; and where the original drawings are coloured, the evidence copy will be coloured at the cost price.

Great Seal Patent Office, November, 1853.

PATENT LAW AMENDMENT ACT, 1852.—REAPING MACHINES.—THE ENTIRE SERIES OF SPECIFICATIONS AND DRAWINGS on this subject up to January, 1853, together with an APPENDIX, prepared by B. WOODCROFT, of the Patent Office, and published under the sanction of the Commissioners, is now ready, and may be

* * Our object is to make the Share List correct : it must be obvious we cannot do so without the constant assistance of those concerned. We, therefore, earnestly call upon all who have the power, to aid us, by forwarding any alterations or corrections which may, from time to time, come under their notice. Reports from mines, notices of meetings—in fact, mining information of every description, forwarded to our office, will meet ready attention.

London: Printed by RICHARD MIDDLETON, and published by HENRY ENGLISH (the proprietors), at their offices, No. 20, FLEET STREET, where all communications are requested to be addressed.—December 3, 1855.